

# NACOmatic

Effective: 26-Aug-2010

Expires: 23-Sep-2010



(Your Airplane Picture Here)



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GA Min Alt#4 -	5	DQH -	416
GA Min Rdr#4 -	11	EZM -	425
GA Min TO#4 -	17	FFC -	204
09J -	487	FTY -	211
15J -	40	FZG -	435
16J -	409	GVL -	450
17J -	412	HOE -	475
18A -	324	HQU -	653
19A -	483	IIY -	711
27A -	431	JES -	490
2J5 -	560	JYL -	640
3J7 -	456	JZP -	480
47A -	327	LGC -	498
48A -	359	LHW -	445
4A4 -	351	LSF -	438
4A7 -	467	LZU -	504
4J2 -	576	MAC -	517
4J6 -	628	MCN -	523
52A -	532	MGE -	535
53A -	567	MGR -	571
6A1 -	309	MHP -	553
6A2 -	461	MLJ -	556
70J -	312	MQW -	549
7A9 -	587	OKZ -	602
9A1 -	383	OPN -	644
9A5 -	495	PDK -	226
ABY -	43	PIM -	584
ACJ -	56	PUJ -	393
AGS -	255	PXE -	578
AHN -	60	RMG -	592
AJR -	378	RVJ -	589
AMG -	53	RYY -	242
ATL -	70	SAV -	607
AYS -	715	SBO -	634
AZE -	472	SSI -	305
BGE -	287	SVN -	619
BHC -	292	TBR -	631
BIJ -	296	TMA -	662
BQK -	300	TOC -	667
BXG -	720	TVI -	649
CCO -	197	VAD -	672
CKF -	370	VDI -	695
CSG -	363	VLD -	688
CTJ -	333	VPC -	339
CWV -	355	WDR -	724
CXU -	320	WRB -	698
CZL -	316		
D73 -	564		
DBN -	420		
DNL -	274		
DNN -	405		

GA Mins - Alternates #4	-	5	HAZLEHURST .....	AZE	-	472
GA Mins - Radar #4	-	11	HOMERVILLE .....	HOE	-	475
GA Mins - Take-Off #4	-	17	JASPER .....	JZP	-	480
ADEL .....	15J	-	JEFFERSON .....	19A	-	483
ALBANY .....	ABY	-	JEKYLL ISLAND .....	09J	-	487
ALMA .....	AMG	-	JESUP .....	JES	-	490
AMERICUS .....	ACJ	-	LAFAYETTE .....	9A5	-	495
ATHENS .....	AHN	-	LAGRANGE .....	LGC	-	498
ATLANTA .....	ATL	-	LAWRENCEVILLE .....	LZU	-	504
ATLANTA .....	CCO	-	MACON .....	MAC	-	517
ATLANTA .....	FFC	-	MACON .....	MCN	-	523
ATLANTA .....	FTY	-	MADISON .....	52A	-	532
ATLANTA .....	PDK	-	MARIETTA .....	MGE	-	535
ATLANTA .....	RYY	-	MC RAE .....	MQW	-	549
AUGUSTA .....	AGS	-	METTER .....	MHP	-	553
AUGUSTA .....	DNL	-	MILLEDGEVILLE .....	MLJ	-	556
BAINBRIDGE .....	BGE	-	MILLEN .....	2J5	-	560
BAXLEY .....	BHC	-	MONROE .....	D73	-	564
BLAKELY .....	BIJ	-	MONTEZUMA .....	53A	-	567
BRUNSWICK .....	BQK	-	MOULTRIE .....	MGR	-	571
BRUNSWICK .....	SSI	-	NASHVILLE .....	4J2	-	576
BUTLER .....	6A1	-	PERRY .....	PXE	-	578
CAIRO .....	70J	-	PINE MOUNTAIN .....	PIM	-	584
CALHOUN .....	CZL	-	PLAINS .....	7A9	-	587
CAMILLA .....	CXU	-	REIDSVILLE .....	RVJ	-	589
CANON .....	18A	-	ROME .....	RMG	-	592
CANTON .....	47A	-	SANDERSVILLE .....	OKZ	-	602
CARROLLTON .....	CTJ	-	SAVANNAH .....	SAV	-	607
CARTERSVILLE .....	VPC	-	SAVANNAH .....	SVN	-	619
CEDARTOWN .....	4A4	-	ST. MARYS .....	4J6	-	628
CLAXTON .....	CWV	-	STATESBORO .....	TBR	-	631
COCHRAN .....	48A	-	SWAINSBORO .....	SBO	-	634
COLUMBUS .....	CSG	-	SYLVANIA .....	JYL	-	640
CORDELE .....	CKF	-	THOMASTON .....	OPN	-	644
CORNELIA .....	AJR	-	THOMASVILLE .....	TVI	-	649
COVINGTON .....	9A1	-	THOMSON .....	HQU	-	653
DALLAS .....	PUJ	-	TIFTON .....	TMA	-	662
DALTON .....	DNN	-	TOCCOA .....	TOC	-	667
DAWSON .....	16J	-	VALDOSTA .....	VAD	-	672
DONALSONVILLE .....	17J	-	VALDOSTA .....	VLD	-	688
DOUGLAS .....	DQH	-	VIDALIA .....	VDI	-	695
DUBLIN .....	DBN	-	WARNER ROBINS .....	WRB	-	698
EASTMAN .....	EZM	-	WASHINGTON .....	IIY	-	711
ELBERTON .....	27A	-	WAYCROSS .....	AYS	-	715
FITZGERALD .....	FZG	-	WAYNESBORO .....	BXG	-	720
FORT BENNING COLUMB	LSF	-	WINDER .....	WDR	-	724
FORT STEWART .....	LHW	-				
GAINESVILLE .....	GVL	-				
GREENSBORO .....	3J7	-				
GRIFFIN .....	6A2	-				
HAMPTON .....	4A7	-				

## INSTRUMENT APPROACH PROCEDURE CHARTS



## IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

## NAME ALTERNATE MINIMUMS

## ALABASTER, AL

SHELBY COUNTY ..... RNAV (GPS) Rwy 16  
RNAV (GPS) Rwy 34  
VOR-A<sup>1</sup>

NA when local weather not available.

<sup>1</sup>Category D, 800-2½.

## ALBANY, GA

SOUTHWEST GA. RGNL .... ILS or LOC Rwy 4  
LOC BC Rwy 22  
NDB Rwy 4  
RNAV (GPS) Rwy 4  
RNAV (GPS) Rwy 16  
RNAV (GPS) Rwy 22  
RNAV (GPS) Rwy 34  
VOR or TACAN Rwy 16

Category D, 800-2½.

## ALBERTVILLE, AL

ALBERTVILLE RGNL-THOMAS J  
BRUMLIK FLD ..... RNAV (GPS) Rwy 23  
NA when local weather not available.

## ALEXANDER CITY, AL

THOMAS C RUSSELL FIELD ..... NDB-A  
RNAV (GPS) Rwy 18  
RNAV (GPS) Rwy 36

NA when local weather not available.

## ALMA, GA

BACON COUNTY ..... RNAV (GPS) Rwy 15  
RNAV (GPS) Rwy 33  
NA when local weather not available.

## NAME ALTERNATE MINIMUMS

## ANNISTON, AL

ANNISTON  
METROPOLITAN ..... ILS or LOC Rwy 5<sup>1</sup>  
NDB Rwy 5<sup>2</sup>  
RNAV (GPS) Rwy 5<sup>1</sup>  
RNAV (GPS) Y Rwy 23<sup>3</sup>  
RNAV (GPS) Z Rwy 23<sup>4</sup>

NA when local weather not available.

<sup>1</sup>Categories A, B, 900-2; Category C, 900-2½;  
Category D, 900-2¾.

<sup>2</sup>Categories A, B, 1000-2; Categories C, D,  
1000-3.

<sup>3</sup>Categories A, B, 1100-2; Categories C, D,  
1100-3.

<sup>4</sup>Categories A, B, 1100-2; Category C, 1100-3.

## ATHENS, GA

ATHENS/  
BEN EPPS ..... ILS or LOC/DME Rwy 27  
RNAV (GPS) Rwy 2  
RNAV (GPS) Rwy 9  
RNAV (GPS) Rwy 20  
RNAV (GPS) Rwy 27  
VOR Rwy 2  
VOR Rwy 27

NA when local weather not available.

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# ALTERNATE MINS

E2

NAME ALTERNATE MINIMUMS

## ATLANTA, GA

DEKALB-PEACHTREE ... ILS or LOC Rwy 20L<sup>1</sup>  
RNAV (GPS) Rwy 20L<sup>2</sup>  
RNAV (GPS) Rwy 27<sup>2</sup>  
VOR/DME Rwy 20L<sup>2</sup>  
VOR/DME Rwy 27<sup>2</sup>

<sup>1</sup>NA when control zone not in effect.

<sup>2</sup>NA when local weather not available.

FULTON COUNTY AIRPORT-

BROWN FIELD ..... ILS Rwy 8<sup>1</sup>  
NDB Rwy 8<sup>24</sup>  
RNAV (GPS) Rwy 26<sup>34</sup>  
RNAV (GPS) Y Rwy 8<sup>34</sup>  
VOR-A<sup>5</sup>

<sup>1</sup>ILS, Categories A,B, 800-2; Category C, 800-2½; Category D, 800-2½. LOC, Category C, 800-2½; Category D, 800-2½.

<sup>2</sup>Category C, 800-2½; Category D, 800-2½.

<sup>3</sup>Category D, 800-2½.

<sup>4</sup>NA when local weather not available.

<sup>5</sup>Categories A,B, 1100-2; Categories C,D, 1100-3.

NEWNAN COWETA

COUNTY ..... RNAV (GPS) Rwy 14  
RNAV (GPS) Rwy 32  
VOR/DME-A

NA when local weather not available.

## ATLANTA, GA (CON'T)

PEACHTREE CITY-

FALCON FIELD ..... RNAV (GPS) Rwy 13<sup>1</sup>  
RNAV (GPS) Rwy 31

NA when local weather not available.

<sup>1</sup>Category D, 800-2½.

## AUBURN, AL

AUBURN-OPELIKA

ROBERT G PITTS ..... ILS or LOC Rwy 36  
RNAV (GPS) Rwy 36

NA when local weather not available.

## AUGUSTA, GA

AUGUSTA RGNL

AT BUSH FIELD ..... ILS or LOC Rwy 17<sup>1</sup>  
ILS or LOC Rwy 35<sup>23</sup>  
RADAR-1

NA when control tower closed.

<sup>1</sup>ILS, 700-2.

<sup>2</sup>Categories A,B,C,D, 700-2.

<sup>3</sup>NA when local weather not available.

NAME ALTERNATE MINIMUMS

## BAINBRIDGE, GA

DECATUR COUNTY INIDUSTRIAL

AIR PARK ..... ILS or LOC Rwy 27  
RNAV (GPS) Rwy 9  
RNAV (GPS) Rwy 27

NA when local weather not available.

## BIRMINGHAM, AL

BIRMINGHAM-SHUTTLESWORTH

INTL ..... LOC Rwy 18<sup>1</sup>  
RNAV (GPS) Rwy 6<sup>2</sup>  
RNAV (GPS) Rwy 24<sup>3</sup>  
RNAV (GPS) Rwy 36<sup>4</sup>

<sup>1</sup>Category D, 800-2½.

<sup>2</sup>Categories A, B, C, 900-2; Category D, 900-2½.

<sup>3</sup>Category E, 800-2½.

<sup>4</sup>Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2½.

## BLAKELY, GA

EARLY COUNTY ..... RNAV (GPS) Rwy 5  
RNAV (GPS) Rwy 23

NA when local weather not available.

## BRUNSWICK, GA

BRUNSWICK

GOLDEN ISLES ..... ILS or LOC Rwy 7  
RNAV (GPS) Rwy 7  
RNAV (GPS) Rwy 25  
VOR/DME-B

NA when local weather not available.

## CANTON, GA

CHEROKEE COUNTY ..... RNAV (GPS) Rwy 22  
NA when local weather not available.

## CARROLLTON, GA

WEST GEORGIA RGNL-

O V GREY FIELD ..... RNAV (GPS) Rwy 17  
RNAV (GPS) Rwy 35

NA when local weather not available.

## CARTERSVILLE, GA

CARTERSVILLE ..... LOC Rwy 19<sup>12</sup>  
RNAV (GPS) Rwy 1<sup>1</sup>  
RNAV (GPS) Rwy 19<sup>1</sup>  
VOR/DME-A<sup>3</sup>

NA when local weather not available.

<sup>1</sup>Category C, 900-2½; Category D, 900-2½.

<sup>2</sup>NA when FBO closed.

<sup>3</sup>Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2½.





# ALTERNATE MINS

E4

NAME ALTERNATE MINIMUMS

## GAINESVILLE, GA

LEE GILMER

MEMORIAL ..... ILS or LOC/DME Rwy 5<sup>1</sup>  
NDB Rwy 5<sup>2</sup>  
RNAV (GPS) Rwy 5<sup>2</sup>  
RNAV (GPS) Rwy 23<sup>2</sup>

NA when local weather not available.

<sup>1</sup>ILS, Categories A,B,C, 700-2; Category D,

800-2½. LOC, Category D, 800-2½.

<sup>2</sup>Category D, 800-2½.

## GREENSBORO, GA

GREENE COUNTY RGNL ..... LOC Rwy 25  
RNAV (GPS) Rwy 7  
RNAV (GPS) Rwy 25  
VOR/DME-B

NA when local weather not available.

## GREENVILLE, AL

MAC CRENSHAW

MEMORIAL ..... RNAV (GPS) Rwy 14  
RNAV (GPS) Rwy 32

Category D, 800-2½.

## GULF SHORES, AL

JACK EDWARDS ..... RNAV (GPS) Rwy 9  
RNAV (GPS) Rwy 27

NA when local weather not available.

## HALEYVILLE, AL

POSEY FIELD ..... VOR/DME or GPS Rwy 18  
NA when local weather not available.

## HUNTSVILLE, AL

HUNTSVILLE INTL-CARL T. JONES

FIELD ..... ILS or LOC Rwy 18L<sup>124</sup>  
ILS or LOC Rwy 18R<sup>124</sup>  
ILS or LOC Rwy 36L<sup>124</sup>  
ILS or LOC Rwy 36R<sup>124</sup>  
RADAR-1<sup>13</sup>  
RNAV (GPS) Rwy 18L<sup>45</sup>  
RNAV (GPS) Rwy 18R<sup>45</sup>  
RNAV (GPS) Rwy 36L<sup>45</sup>  
RNAV (GPS) Rwy 36R<sup>45</sup>

<sup>1</sup>NA when control tower closed.

<sup>2</sup>ILS, Category D, 700-2; Category E, 700-2½.

LOC, Category E, 800-2½.

<sup>3</sup>Category E, 800-2½.

<sup>4</sup>NA when local weather not available.

<sup>5</sup>Category E, 800-2½.

MADISON COUNTY

EXECUTIVE ..... ILS or LOC/DME Rwy 18  
RNAV (GPS) Rwy 18  
RNAV (GPS) Rwy 36<sup>1</sup>

NA when local weather not available.

<sup>1</sup>Categories A,B, 900-2; Category C, 900-2½,  
Category D, 900-2½.

NAME ALTERNATE MINIMUMS

## JEFFERSON, GA

JACKSON COUNTY ..... RNAV (GPS) Rwy 35  
VOR/DME Rwy 35

NA when local weather not available.

## LAGRANGE, GA

LAGRANGE-CALLAWAY ... ILS or LOC Rwy 31  
RNAV (GPS) Rwy 3  
RNAV (GPS) Rwy 13  
RNAV (GPS) Rwy 31  
VOR Rwy 13

NA when local weather not available.

## MACON, GA

MIDDLE GEORGIA

RGNL ..... ILS or LOC/DME Rwy 5<sup>12</sup>  
VOR Rwy 13<sup>3</sup>  
VOR Rwy 23<sup>4</sup>

<sup>1</sup>NA when control tower closed.

<sup>2</sup>ILS, Category E, 900-2½. LOC, Category E,  
900-2½.

<sup>3</sup>Category A,B, 1000-2; Category C, 1000-2½;  
Category D, 1000-3.

<sup>4</sup>Categories A,B, 1300-2; Categories C,D,  
1300-3.

## MILLEDGEVILLE, GA

BALDWIN COUNTY ..... RNAV (GPS) Rwy 10  
RNAV (GPS) Rwy 28

NA when local weather not available.

## MOBILE, AL

MOBILE DOWNTOWN ..... ILS or LOC Rwy 32<sup>1</sup>  
RNAV (GPS) Rwy 14<sup>2</sup>  
RNAV (GPS) Rwy 18<sup>2</sup>  
RNAV (GPS) Rwy 32<sup>2</sup>  
RNAV (GPS) Rwy 36<sup>2</sup>  
VOR Rwy 32<sup>2</sup>

<sup>1</sup>NA when control tower closed.

<sup>2</sup>NA when local weather not available.

MOBILE RGNL ..... ILS or LOC Rwy 14<sup>1</sup>  
ILS or LOC Rwy 32<sup>1</sup>  
RNAV (GPS) Rwy 32<sup>2</sup>

<sup>1</sup>NA when control tower closed.

<sup>2</sup>NA when local weather not available.

## MONTGOMERY, AL

MONTGOMERY RGNL

(DANNELLY FIELD) ..... ILS or LOC Rwy 10  
ILS or LOC Rwy 28  
NDB Rwy 10  
RNAV (GPS) Rwy 3  
RNAV (GPS) Rwy 10  
RNAV (GPS) Rwy 28

NA when control tower closed.

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# ALTERNATE MINS

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NAME ALTERNATE MINIMUMS

## MOULTRIE, GA

MOULTRIE MUNI ..... **NDB-A**  
**RNAV (GPS) Rwy 4**  
**RNAV (GPS) Rwy 22**  
 NA when local weather not available.

## MUSCLE SHOALS, AL

NORTHWEST  
 ALABAMA RGNL ..... **ILS or LOC Rwy 29**  
**RNAV (GPS) Rwy 11**  
**RNAV (GPS) Rwy 29**  
 NA when local weather not available.

## ROME, GA

RICHARD B. RUSSELL ..... **ILS/DME Rwy 1<sup>1</sup>**  
**RNAV (GPS) Rwy 1<sup>12</sup>**  
**RNAV (GPS) Rwy 7<sup>12</sup>**  
**RNAV (GPS) Rwy 19<sup>12</sup>**  
**RNAV (GPS) Rwy 25<sup>12</sup>**  
**VOR/DME Rwy 1<sup>12</sup>**  
**VOR/DME Rwy 19<sup>23</sup>**

<sup>1</sup>Category D, 800-2½.

<sup>2</sup>NA when local weather not available.

<sup>3</sup>Category C, 800-2½; Category D, 800-2½.

## SAVANNAH, GA

SAVANNAH HILTON  
 HEAD INTL ..... **ILS or LOC Rwy 1<sup>12</sup>**  
**ILS or LOC Rwy 10<sup>12</sup>**  
**RNAV (GPS) Rwy 1**  
**RNAV (GPS) Rwy 10**  
**RNAV (GPS) Rwy 19**  
**RNAV (GPS) Z Rwy 28**  
**VOR/DME-A<sup>3</sup>**  
**VOR/DME or TACAN Rwy 1<sup>3</sup>**  
**VOR/DME or TACAN Rwy 19<sup>3</sup>**

NA when local weather not available.

<sup>1</sup>NA when control tower closed.

<sup>2</sup>Category D, 700-2.

<sup>3</sup>Category E, 900-3.

## STATESBORO, GA

STATESBORO-BULLOCH  
 COUNTY ..... **RNAV (GPS) Rwy 32**  
 NA when local weather not available.  
 Category D, 800-2½.

## SWAINSBORO, GA

EMANUEL COUNTY ..... **LOC/NDB Rwy 13**  
**NDB Rwy 13**  
**RNAV (GPS) Rwy 13**  
**RNAV (GPS) Rwy 31**  
**VOR/DME-A**  
 NA when local weather not available.

NAME ALTERNATE MINIMUMS

## SYLACAUGA, AL

MERKEL FIELD SYLACAUGA MUNI .... **NDB-A<sup>1</sup>**  
**RNAV (GPS) Rwy 9<sup>23</sup>**  
**RNAV (GPS) Rwy 27<sup>23</sup>**

<sup>1</sup>Categories A,B, 1000-2; Category C, 1000-2½; Category D, 1100-3.

<sup>2</sup>Category C, 800-2½; Category D, 1100-3.

<sup>3</sup>NA when local weather not available.

## SYLVANIA, GA

PLANTATION AIRPARK ..... **NDB Rwy 23**  
**RNAV (GPS) Rwy 5**  
**RNAV (GPS) Rwy 23**  
 NA when local weather not available.

## TALLADEGA, AL

TALLADEGA MUNI ..... **RNAV (GPS) Rwy 3<sup>1</sup>**  
**RNAV (GPS) Rwy 21<sup>1</sup>**  
**VOR-A<sup>2</sup>**  
**VOR/DME Rwy 3<sup>1</sup>**

NA when local weather not available.

<sup>1</sup>Category D, 800-2½.

<sup>2</sup>Category C, 800-2½; Category D, 800-2½.

## THOMASTON, GA

THOMASTON-UPSON  
 COUNTY ..... **RNAV (GPS) Rwy 12**  
**RNAV (GPS) Rwy 30**  
 NA when local weather not available.

## TROY, AL

TROY MUNI ..... **ILS or LOC Rwy 7<sup>1</sup>**  
**NDB Rwy 7**  
**RNAV (GPS) Rwy 7**  
**RNAV (GPS) Rwy 14**  
**RNAV (GPS) Rwy 25**  
**RNAV (GPS) Rwy 32**

NA when local weather not available.

<sup>1</sup>NA when control tower closed.

## TUSCALOOSA, AL

TUSCALOOSA RGNL ..... **ILS Rwy 4<sup>12</sup>**  
**RNAV (GPS) Rwy 4<sup>3</sup>**  
**RNAV (GPS) Rwy 11<sup>3</sup>**  
**RNAV (GPS) Rwy 22<sup>3</sup>**  
**RNAV (GPS) Rwy 29<sup>3</sup>**  
**VOR or TACAN Rwy 4<sup>1</sup>**

<sup>1</sup>NA when control tower closed.

<sup>2</sup>700-2.

<sup>3</sup>NA when local weather not available.

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NAME ALTERNATE MINIMUMS

**VALDOSTA, GA**

VALDOSTA RGNL ..... ILS or LOC Rwy 35<sup>1</sup>  
 RNAV (GPS) Rwy 17  
 RNAV (GPS) Rwy 35  
 VOR Rwy 17  
 VOR Rwy 35

NA when local weather not available.

<sup>1</sup>ILS, LOC, Category E, 900-3.

**VIDALIA, GA**

VIDALIA RGNL ..... RNAV (GPS) Rwy 24

NA when local weather not available.

**WAYCROSS, GA**

WAYCROSS-WARE

COUNTY ..... RNAV (GPS) Rwy 18  
 RNAV (GPS) Rwy 36<sup>1</sup>

NA when local weather not available.

<sup>1</sup>Category D, 800-2½.

**WINDER, GA**

BARROW COUNTY ..... NDB Rwy 31  
 RNAV (GPS) Rwy 13  
 RNAV (GPS) Rwy 23  
 RNAV (GPS) Rwy 31

NA when local weather not available.

## RADAR INSTRUMENT APPROACH MINIMUMS

## AUGUSTA, GA

Amdt. 8, June 10, 2006 (FAA)

ELEV 145

## AUGUSTA RGNL AT BUSH FIELD

RADAR- 126.8 270.3 ▽ ▲

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
ASR	17	AB	<b>660</b> /24	515 (600-½)	C	<b>660</b> /50	515 (600-1)
		D	<b>660</b> /60	515 (600-1¼)			
		AB	<b>700</b> /24	564 (600-½)			564 (600-1)
CIRCLING		D	<b>700</b> /60	564 (600-1¼)	C	<b>780</b> -1¼	635 (700-1¼)
		AB	<b>780</b> -1	635 (700-1)			
		D	<b>780</b> -2	635 (700-2)			

When control tower closed, procedure NA.

## AUGUSTA, GA

Amdt. 7B, June 08, 2006 (FAA)

ELEV 423

## DANIEL FIELD

RADAR- 126.8 270.3 ▽ ▲ NA


	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
ASR	29	AB	<b>860</b> -1	438 (500-1)	C	<b>860</b> -1¼	438 (500-1¼)
		D	<b>860</b> -1½	438 (500-1½)			
		AB	<b>920</b> -1	498 (500-1)			498 (500-1¼)
CIRCLING	11	D	<b>920</b> -1½	498 (500-1½)	C	<b>920</b> -1¼	498 (500-1¼)
		AB	<b>920</b> -1	498 (500-1)			
		D	<b>1020</b> -2	597 (600-2)			

When Augusta control tower not in operation, procedure not authorized.  
Tower 607 MSL 2333' north of Rwy 29.

## RADAR INSTRUMENT APPROACH MINIMUMS

## RADAR MINS

## RADAR INSTRUMENT APPROACH MINIMUMS

**CAIRNS AAF (KOZR)**, AL (Fort Rucker) (Orig A 09071 USA)**ELEV 301**RADAR<sup>1</sup> - (E) (125.4 327.125 021°-120°) (133.75 270.35 121°-219°) (133.45 239.4 220°-340°)  
(121.1 319.25 341°-020°)  NA

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR	6 <sup>2</sup>	2.7°/57/1158	ABCD	548/40	250	(300-¾)
PAR W/O GS	6 <sup>2</sup>		ABCD	620/40	322	(400-¾)
CIR	All Rwy		A	740-1	439	(500-1)
			B	780-1	479	(500-1)
			C	800-1½	499	(500-1½)
			D	860-2	559	(600-2)

<sup>1</sup>Vis reduction by copters NA. <sup>2</sup>When ALS inop, increase RVR CAT ABCD to 50 and vis to 1 mile.**DOBBINS ARB (KMGE)**, GA (Marietta) (Amdt 2, 10210 USAF)RADAR<sup>1</sup> - Ctc ATLANTA APP CON (E) 121.0 268.7 **ELEV 1068**

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR <sup>2</sup>	29 <sup>3</sup>	3.0°/58/958	AB	1215/24	200	(200-½)
			CDE	1215/40	200	(200-¾)
			ABCDE	1461/40	393	(400-¾)
ASR	11 <sup>4</sup>	3.0°/48/1152	AB	1640/40	572	(600-¾)
			C	1640/50	572	(600-1)
			D	1640/60	572	(600-1¼)
			E	1640-1½	572	(600-1½)
	29 <sup>5</sup>		AB	1660/40	645	(600-¾)
			C	1660-1½	645	(600-1½)
			D	1660-1¾	645	(600-1¾)
			E	1660-2	645	(600-2)
CIR <sup>7</sup>	All Rwy		AB	1680-1	612	(700-1)
			C	1680-1¾	612	(700-1¾)
			D	1700-2	632	(700-2)
			E	1740-2½	672	(700-2½)

<sup>1</sup>Opr 1200-0400Z++. <sup>2</sup>No-NOTAM MP 1300-1530Z++ Mon-Tue. <sup>3</sup>When ALS inop, increase CAT AB RVR to 40 and vis to ¾ mile. <sup>4</sup>When ALS inop, increase RVR to 60 and vis to 1¼ miles. <sup>5</sup>When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1¾ miles, CAT D vis to 2 miles and CAT E vis to 2¼ miles. <sup>6</sup>When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, increase CAT C vis to 1½ miles, CAT D vis to 1¾ miles, and CAT E vis to 2 miles. <sup>7</sup>CAT DE circling not authorized N of Rwy 11-29. Circle to assault strip not authorized.

## RADAR INSTRUMENT APPROACH MINIMUMS

## RADAR INSTRUMENT APPROACH MINIMUMS

**HUNTER AAF (KSVN), GA (Savannah) (1-Amdt 6, 2-Amdt 10 09267 USA) ELEV 41**RADAR - (E) 127.65 143.2 307.125 317.475  NA Pro NA when Hunter Ctl Twr clsd.

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/ MDA-VIS</u>	<u>HAT/ HATH/ HAA</u>	<u>CEIL-VIS</u>
<b>RADAR 1 (SAVANNAH)<sup>1 2</sup></b>						
ASR	10 <sup>3</sup>		AB	460-¾	434	(500-¾)
			C	460-1¼	434	(500-1¼)
			D	460-1½	434	(500-1½)
	28		AB	540/24	499	(600-½)
			CD	540/50	499	(600-1)
CIR <sup>4</sup>	10-28		AB	540-1	499	(500-1)
			C	580-1½	539	(600-1½)
			D	600-2	559	(600-2)
<b>RADAR 2 (HUNTER)<sup>5</sup></b>						
PAR	10 <sup>6</sup>	3.0°/49/937	ABCD	226-¾	200	(200-¾)
	28	3.0°/50/842	ABCD	241/24	200	(200-½)

<sup>1</sup>Opr 1100-0500Z++. <sup>2</sup>Wx radar avbl. <sup>3</sup>For inop ALSF, increase CAT AB vis to 1 mile. Inop table does not apply to CAT C and D. <sup>4</sup>Circling NA N of Rwy 10-28 for CAT D. <sup>5</sup>Opr 1230-0400Z++ Mon-Thu; 1230-2300Z++ Fri, excl hol. <sup>6</sup>Inop table does not apply to ALSF.

**HUNTSVILLE, AL** Amdt. 9A, JUN 30, 2006 (FAA)

ELEV 629

**HUNTSVILLE INTL-CARL T. JONES FIELD**RADAR- 125.6 354.1 

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
ASR	36R		AB	<b>1000</b> -½	405	(500-½)	C	<b>1000</b> -¾	405	(500-¾)
			DE	<b>1000</b> -1	405	(500-1)				
	36L		ABC	<b>960</b> -½	345	(400-½)	DE	<b>960</b> -1	345	(400-1)
	18R		AB	<b>1060</b> /24	431	(500-½)				
	18L		DE	<b>1060</b> /50	431	(500-1)	C	<b>1160</b> -1	551	(600-1)
			AB	<b>1160</b> -½	551	(600-½)				
CIRCLING			D	<b>1160</b> -1¼	551	(600-1¼)	E	<b>1160</b> -1½	551	(600-1½)
			AB	<b>1160</b> -1	531	(600-1)				
			D	<b>1240</b> -2	611	(700-2)				

Category E circling not authorized East of Rwy 18L/36R.

For inoperative ALSF-2, increase S-ASR 18R Cat E visibility to ¼ mile.

For inoperative MALSR, increase S-ASR 18L, Cat E visibility ½ mile, S-ASR 36R Cat D visibility ¼ mile, Cat E ½ mile. Inoperative table does not apply to S-ASR 36L Cat D visibility.

## RADAR INSTRUMENT APPROACH MINIMUMS

## RADAR MINS



# RADAR MINS

10238

## RADAR INSTRUMENT APPROACH MINIMUMS

**LAWSON AAF(KLSF)**, (FORT BENNING), GA (Columbus) (Amdt2,10210 USA) **ELEV232**

**RADAR<sup>1</sup>** - Ctc ATLANTA APP CON (E) (125.5 323.1 241°-360°) (126.55 353.75 001°-150°)

(126.025 285.525 151°-240°) **▽** **△**NA When tower closed.

	<b>RWY</b>	<b>GS/TCH/RPI</b>	<b>CAT</b>	<b>DA/ MDA-VIS</b>	<b>HAT/ HATH/ HAA</b>	<b>CEIL-VIS</b>
PAR	33	3.0°/55/1048	AB	426/24	200	(200-½)
			CD	426/40	200	(200-¾)
	15	3.0°/55/924	ABCD	426/40	200	(200-¾)
<b>RADAR 2 (ATLANTA)</b>						
ASR	33 <sup>2</sup>		A	740/40	514	(600-¾)
			B	740/50	514	(600-1)
			C	740/60	514	(600-1¼)
			D	740-1¾	514	(600-1¾)
	15		A	880/50	654	(700-1)
			B	880/60	654	(700-1¼)
			C	880-1¾	654	(700-1¾)
			D	880-2	654	(700-2)
CIR <sup>3</sup>	All Rwy		A	880-1	648	(700-1)
			B	880-1¼	648	(700-1¼)
			C	880-1¾	648	(700-1¾)
			D	880-2	648	(700-2)

<sup>1</sup>Opr 1200-0400Z++ Mon-Fri exc hol, Lawson GCA 121.05 (Secondary) 132.4 257.2 307.325. <sup>2</sup>For inop SALSF, increase CAT D vis to 2 miles. <sup>3</sup>Cir NA E of Rwy 15-33.

## MOBILE, AL MOBILE RGNL

Amdt. 4A, JUL 6, 2006 (FAA)

ELEV 218

**RADAR- 118.5 269.3**

	<b>RWY</b>	<b>GS/TCH/RPI</b>	<b>CAT</b>	<b>DA/ MDA-VIS</b>	<b>HAT/ HATH/ HAA</b>	<b>CEIL-VIS</b>	<b>CAT</b>	<b>DA/ MDA-VIS</b>	<b>HAT/ HATH/ HAA</b>	<b>CEIL-VIS</b>
ASR	32		AB	<b>660</b> -½	441	(500-½)	C	<b>660</b> -¾	441	(500-¾)
			DE	<b>660</b> -1	441	(500-1)				
	14		AB	<b>640</b> /24	425	(500-½)	C	<b>640</b> /40	425	(500-¾)
			DE	<b>640</b> /50	425	(500-1)				
CIRCLING			AB	<b>680</b> -1	461	(500-1)	C	<b>680</b> -1½	461	(500-1¾)
			D	<b>780</b> -2	561	(600-2)	E	NA		

S-14 Category D visibility increased to RVR 6000; Category E visibility increased ½ mile for inoperative MALS. For inoperative MALS, increase S-32 Category E visibility to 1½ miles.

SE-4

## RADAR INSTRUMENT APPROACH MINIMUMS

# RADAR MINS

10238

N4

26 AUG 2010 to 23 SEP 2010

26 AUG 2010 to 23 SEP 2010

## RADAR INSTRUMENT APPROACH MINIMUMS

## MONTGOMERY, AL

Amdt. 8A, SEP 15, 1993 (FAA)

ELEV 221

## MONTGOMERY RGNL (DANNELLY FIELD)

RADAR- 121.2 380.225 ▽

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
ASR	10		ABC	600/40	381 (400-¾)	DE	600/50	381 (400-1)
	28		ABC	620-¾	423 (400-¾)	DE	620-1	423 (400-1)
CIRCLING			AB	680-1	459 (500-1)	C	680-1½	459 (500-1½)
			DE	780-2	559 (600-2)			

Procedure NA when control tower closed.

Category E circling NA north of runway 10-28.

Category D S-28 visibility increased ¼ mile for inoperative MALS.R.

Category E S-28 visibility increased ½ mile for inoperative MALS.R.

Categories D and E S-10 visibility increased to RVR 6000 for inoperative MALS.R.

## REDSTONE AAF (KHUA), AL (Redstone Arsenal) (Amdt 1A, 09127 USA)

RADAR<sup>1</sup>- (E) (125.6 354.1E) (118.05 239.0W) ▽ ▲NA

ELEV 684

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
PAR	17 <sup>23</sup>	3.0°/32/630	ABCDE	950-1	266	(300-1)
	35	3.0°/34/626	ABCDE	955-1	298	(300-1)

<sup>1</sup>GCA opr 1400-2200Z++ Mon-Fri, exc hol. OT O/R 124.8 229.4. <sup>2</sup>When approach lights inoperative, increase CAT A, B visibility ¼ mile. <sup>3</sup>When directed by ATC, S-PAR 17 DA 1100, visibility 1½, inop table does not apply.

## ST MARYS, GA

Amdt 2, SEP 30, 2004 (FAA)

ELEV 24

## ST MARYS

RADAR- 127.0 ▽ ▲NA

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
ASR	4		A	640-1	617 (700-1)	B	640-1¼	617 (700-1¼)
			C	640-1¼	617 (700-1¼)			
CIRCLING			AB	680-1¼	656 (700-1¼)	C	680-1¼	656 (700-1¼)

Use Jacksonville, FL, Jacksonville Intl altimeter setting.

RADAR INSTRUMENT APPROACH MINIMUMS

TROY, AL  
TROY MUNI

Amdt 9, AUG 26, 2010 (FAA)

ELEV 398

RADAR- 121.1 319.25 

RWY GS/TCH/GPI			CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
PAR	7	3.0°/54/1038	ABCD	<b>600</b> -¾	208 (300-¾)			
PAR								
W/O GS 7			AB	<b>1060</b> -1	668 (700-1)	C	<b>1060</b> -1¾	668 (700-1¾)
			D	<b>1060</b> -2	668 (700-2)			
CIRCLING			AB	<b>1060</b> -1	662 (700-1)	C	<b>1060</b> -1¾	662 (700-1¾)
			D	<b>1060</b> -2	662 (700-2)			

When control tower closed, procedure not authorized.  
Lost communications (All Rwy's): As directed by ATC on initial contact.

26 AUG 2010 to 23 SEP 2010

26 AUG 2010 to 23 SEP 2010

RADAR INSTRUMENT APPROACH MINIMUMS

INSTRUMENT APPROACH PROCEDURE CHARTS

**IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

**ADEL, GA**

COOK COUNTY

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 051° to 1500 before proceeding on course.

NOTE: **Rwy 5**, multiple trees and vehicles beginning 411' from departure end of runway, 16' left of centerline, up to 100' AGL/349' MSL. Multiple trees and vehicles beginning 159' from departure end of runway, 18' right of centerline, up to 100' AGL/349' MSL. **Rwy 15**, multiple trees beginning 1801' from departure end of runway, 629' left of centerline, up to 100' AGL/339' MSL.

Multiple trees beginning 932' from departure end of runway, 437' right of centerline, up to 100' AGL/339' MSL. **Rwy 23**, multiple trees beginning 503' from departure end of runway, 178' left of centerline, up to 72' AGL/321' MSL. Multiple trees beginning 1058' from departure end of runway, 74' right of centerline, up to 73' AGL/312' MSL. **Rwy 33**, multiple trees beginning 4793' from departure end of runway, 120' left of centerline, up to 100' AGL/349' MSL. Multiple trees beginning 4990' from departure end of runway, 761' right of centerline, up to 100' AGL/349' MSL.

NAME TAKE-OFF MINIMUMS

**ALABASTER, AL**

SHELBY COUNTY (EET)

AMDT 3 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, 300-1¼. **Rwy 34**, 300-1 w/ min. climb of 310' per NM to 1500, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 34**, for climb in visual conditions: Cross Shelby County Airport at or above 1400 MSL before proceeding on course.

NOTE: **Rwy 16**, rising terrain beginning 30' from DER. Trees beginning 4' from DER, 648' left to 826' right of centerline, up to 100' AGL/759' MSL. T-L towers beginning 1165' from DER, 490' left of centerline, up to 98' AGL/704' MSL. Buildings 1569' from DER, 89' left of centerline, up to 38' AGL/657' MSL. **Rwy 34**, rising terrain beginning 132' from DER. Trees beginning 240' from DER, 1498' left to 3865' right of centerline, up to 100' AGL/799' MSL. T-L towers beginning 1821' from DER, 646' right of centerline, up to 89' AGL/715' MSL. Buildings beginning 1562' from DER, 87' left of centerline up to 31' AGL/661' MSL. Buildings beginning 1863' from DER, 135' right of centerline, up to 45' AGL/668' MSL. Tower 2.08 NM from DER, 513' left of centerline, 220' AGL/919' MSL.

## ALBANY, GA

### SOUTHWEST GEORGIA RGNL

TAKE-OFF MINIMUMS: **Rwy 34**, 300-2 or std. w/ min. climb of 255' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 044° to 700 before turning left. **Rwy 34**, climb heading 344° to 700 before turning right.

NOTE: **Rwy 4**, multiple trees and tank beginning 913' from departure end of runway, 383' left of centerline, up to 127' AGL/329' MSL. Multiple trees beginning 1985' from departure end of runway, 797' right of centerline, up to 79' AGL/275' MSL. **Rwy 16**, multiple trees beginning 1044' from departure end of runway, 310' left of centerline, up to 59' AGL/253' MSL. Multiple trees beginning 1977' from departure end of runway, 81' right of centerline, up to 92' AGL/286' MSL. **Rwy 22**, tree 1461' from departure end of runway, 793' left of centerline, 81' AGL/250' MSL. Pole 1093' from departure end of runway, 731' left of centerline, 61' AGL/230' MSL. **Rwy 34**, multiple trees beginning 426' from departure end of runway, 14' left of centerline up to 82' AGL/277' MSL. Multiple trees beginning 477' from departure end of runway, 14' right of centerline, up to 58' AGL/253' MSL.

## ALBANYVILLE, AL

### ALBANYVILLE RGNL/THOMAS J BRUMLIK FIELD

NOTE: **Rwy 5**, trees beginning 18' from departure end of runway, 353' left of centerline, up to 56' AGL/1088' MSL. Trees beginning 724' from departure end of runway, 676' right of centerline, up to 60' AGL/1092' MSL. Poles beginning 12' from departure end of runway, 428' left of centerline, up to 24' AGL/1056' MSL. Terrain beginning 30' from departure end of runway, 108' left of centerline, 0' AGL/1047' MSL. Terrain 30' from departure end of runway, 58' right of centerline, 0' AGL/1050' MSL. **Rwy 23**, trees beginning 47' from departure end of runway, 469' right of centerline, up to 14' AGL/1017' MSL. Terrain 36' from departure end of runway, 346' right of centerline, 0' AGL/1004' MSL.

## ALEXANDER CITY, AL

### THOMAS C. RUSSELL FIELD (ALX)

#### AMDT 2 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 300-1½ or std. w/ min. climb of 220' per NM to 1000, or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 1500' prior to DER.

DEPARTURE PROCEDURE: **Rwy 36**, climb heading 358° to 1300 before turning east.

NOTE: **Rwy 18**, rising terrain and trees beginning at DER, left ad right of centerline, up to 100' AGL/759' MSL. **Rwy 36**, trees beginning at DER, left and right of centerline, up to 100' AGL/859' MSL. Vehicle on road 37' from DER, 267' right of centerline, 17' AGL/696' MSL. Trees 5401' from DER, 1921' left of centerline, 100' AGL/839' MSL.

## ALMA, GA

### BACON COUNTY

NOTE: **Rwy 33**, trees 2821' from departure end of runway, 247' right of centerline, 70' AGL/274' MSL.

## AMERICUS, GA

### SOUTHER FIELD

NOTE: **Rwy 5**, vehicle on road beginning 789' from departure end of runway, 647' left of centerline, up to 15' AGL/484' MSL. Trees beginning 803' from departure end of runway, 671' right of centerline, up to 100' AGL/569' MSL. **Rwy 9**, trees beginning 1566' from departure end of runway, 884' left of centerline, up to 100' AGL/569' MSL. **Rwy 23**, trees beginning 3177' from departure end of runway, 1171' right of centerline, up to 100' AGL/559' MSL. **Rwy 27**, vehicle on road beginning 486' from departure end of runway, 613' right of centerline, up to 15' AGL/484' MSL. Trees beginning 2314' from departure end of runway, 429' left of centerline, up to 100' AGL/559' MSL.

## ANDALUSIA/OPP, AL

### SOUTH ALABAMA RGNL AT BILL BENTON FIELD

NOTE: **Rwy 11**, multiple trees beginning 379' from departure end of runway, 279' left of centerline, up to 59' AGL/368' MSL. Multiple trees beginning 1478' from departure end of runway, 687' right of centerline, up to 71' AGL/380' MSL. **Rwy 29**, multiple trees beginning 93' from departure end of runway, 490' left of centerline, up to 85' AGL/394' MSL. Multiple trees beginning 40' from departure end of runway, 353' right of centerline, up to 66' AGL/375' MSL.

## ANNISTON, AL

### ANNISTON METROPOLITAN (ANB)

#### AMDT 6 08101 (FAA)

DEPARTURE PROCEDURE: **Rwy 5**, Climbing right turn to intercept Talladega VOR/DME R-085 outbound climb to 3000 before proceeding on course. **Rwy 23**, Climb heading 229° to 1300 then turn right direct TDG VOR/DME.

NOTE: **Rwy 5**, tree 1147' from departure end of runway, 730' left of centerline, 77' AGL/689' MSL. Sign 2269' from departure end of runway, 903' left of centerline, 100' AGL/712' MSL. Bush 493' from departure end of runway, 385' left of centerline, 33' AGL/645' MSL. Railroad 197' from departure end of runway, 435' left of centerline, 25' AGL/637' MSL. Tree 1965' from departure end of runway, 275' left of centerline, 69' AGL/681' MSL. Pole 506' from departure end of runway, 549' right of centerline, 24' AGL/636' MSL. **Rwy 23**, tree 4545' from departure end of runway, 1238' left of centerline, 717' MSL.



## ATHENS, GA

ATHENS/BEN EPPS (AHN)  
AMDT 1A 08129 (FAA)

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 021° to 2300 before turning West.

NOTE: **Rwy 2**, trees beginning 1168' from departure end of runway, 132' left of centerline, up to 90' AGL/870' MSL. Trees beginning 1064' from departure end of runway, 18' right of centerline, up to 90' AGL/856' MSL. Light on hangar 161' from departure end of runway, 392' left of centerline, 20' AGL/819' MSL. **Rwy 9**, tree 2114' from departure end of runway, 565' left of centerline, 100' AGL/824' MSL. Tree 1021' from departure end of runway, 674' right of centerline, 121' AGL/820' MSL. **Rwy 20**, trees beginning 964' from departure end of runway, 144' left of centerline, up to 86' AGL/856' MSL. Numerous trees and bushes beginning 81' from departure end of runway, 89' right of centerline, up to 74' AGL/834' MSL. Rising terrain beginning 85' from departure end of runway, 8' right of centerline, to 335' left of centerline, 791' MSL. **Rwy 27**, trees beginning 375' from departure end of runway, 385' left of centerline, up to 110' AGL/809' MSL. Trees beginning 106' from departure end of runway, 407' right of centerline, up to 63' AGL/803' MSL. Antenna 1023' from departure end of runway, 365' left of centerline, 50' AGL/791' MSL.

## ATLANTA, GA

COBB COUNTY-MCCOLLUM FIELD (RYY)  
AMDT 2 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, 200-1½ or std. w/ min. climb of 223' per NM to 1400, or alternatively, with standard takeoff minimums and normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway. **Rwy 27**, 300-1½.

DEPARTURE PROCEDURE: **Rwy 9**, climb heading 093° to 1900 before proceeding south. **Rwy 27**, climb heading 273° to 1600 before proceeding southeast.

NOTE: **Rwy 9**, trees 1048' from DER, 588' left of centerline, up to 99' AGL/1039' MSL. Terrain 27' from DER, 375' right of centerline, 0' AGL/1005' MSL. Trees 1.4 NM from DER, 2561' right of centerline, up to 100' AGL/1239' MSL. **Rwy 27**, multiple vehicles on roads, buildings, railroads, and trees beginning 152' from DER, 17' left of centerline, up to 100' AGL/1179' MSL. Multiple vehicles on roads, buildings, railroads, and trees beginning 262' from DER, 6' right of centerline, up to 100' AGL/1159' MSL. Trees 1.4 NM from DER, 2670' left of centerline, up to 100' AGL/1259' MSL.

## ATLANTA, GA (CON'T)

DEKALB-PEACHTREE (PDK)  
AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2L**, 200-1½ or standard w/ min. climb of 270' per NM to 1300. **Rwy 2R**, 200-1 or std. w/ min. climb of 322' per NM to 1200. **Rwy 20R**, std. w/ min. climb of 316' per NM to 2400 or 1400-3 for climb in visual conditions. **Rwy 34**, std. w/ min. climb of 264' per NM to 1800 or 1400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9**, climb heading 088° to 1700 before proceeding on course. **Rwy 16**, climb heading 159° to 2000 before proceeding on course. **Rwy 20L**, climb heading 150° to 3100 before proceeding on course. **Rwy 20R**, climb heading 150° to 3100 before proceeding on course, or for climb in visual conditions, cross Dekalb-Peachtree airport at or above 2300 before proceeding on course. **Rwy 27**, climb heading 268° to 1800 before proceeding on course. **Rwy 34**, for climb in visual conditions: cross Dekalb-Peachtree airport at or above 2300 MSL before proceeding on course.

NOTE: **Rwy 2L**, terrain 1' from departure end of runway, 125' right of centerline, 978' MSL. Bush 74' from departure end of runway, 254' right of centerline, 57' AGL/1009' MSL. Trees beginning 240' from departure end of runway, left and right of centerline, up to 100' AGL 1115' MSL. Windssock, antenna, tower and building beginning 563' from departure end of runway, 153' left of centerline, up to 179' AGL/1177' MSL. **Rwy 2R**, trees beginning 62' from departure end of runway, left and right of centerline, up to 100' AGL/1142' MSL. Powerline 550' from departure end of runway, 499' right of centerline, 35' AGL/1031' MSL. **Rwy 9**, vehicles beginning 370' from departure end of runway, left and right of centerline, up to 15' AGL/994' MSL. Trees beginning 52' from departure end of runway, left and right of centerline, up to 100' AGL/1119' MSL. **Rwy 16**, trees beginning 225' from departure end of runway, left and right of centerline, up to 100' AGL/1084' MSL. Tower 11' from departure end of runway, 308' left of centerline, 29' AGL/1017' MSL. Windssock and sign beginning 2' from departure end of runway, 180' right of centerline, up to 44' AGL/1002' MSL. **Rwy 20L**, trees beginning 28' from departure end of runway, left and right of centerline, up to 100' AGL/1069' MSL. Pole, spire and sign beginning 255' from departure end of runway, 277' left of centerline up to 66' AGL/1028' MSL. **Rwy 20R**, trees beginning 225' from departure end of runway, left and right of centerline, up to 100' AGL/1069' MSL. Spire and pole beginning 1966' from departure end of runway, 94' right of centerline, up to 106' AGL/1071' MSL. Sign 1129' from departure end of runway, 778' left of centerline, 66' AGL/1028' MSL. **Rwy 27**, vehicles beginning 146' from departure end of runway, left and right of centerline, up to 15' AGL/1017' MSL. Trees beginning 150' from departure end of runway, left and right of centerline, up to 100' AGL/1107' MSL. **Rwy 34**, vehicles beginning 873' from departure end of runway, left and right of centerline, 15' AGL/1036' MSL. Trees beginning 145' from departure end of runway, left and right of centerline, up to 100' AGL/1098' MSL. Sign, building and rod on building beginning 1287' from departure end of runway, 153' right of centerline, up to 57' AGL/1075' MSL. Poles beginning 956' from departure end of runway, 282' right of centerline up to 61' AGL/1071' MSL. Poles beginning 121' from departure end of runway, 284' left of centerline, 39' AGL/1090' MSL. Hangers beginning 341' from departure end of runway, left and right of centerline, 24' AGL/1022' MSL.

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# ATLANTA, GA (CON'T)

## FULTON COUNTY AIRPORT-BROWN FIELD

TAKE-OFF MINIMUMS: **Rwys 8, 9, 14**, 400-1. **Rwy 32**, 700-3 or std. with a min. climb of 290' per NM to 1600.

**Rwys 26, 27**, 500-1 or std. with a min. climb of 260' per NM to 1300.

DEPARTURE PROCEDURE: **Rwys 8, 9**, left turn, climb via heading 060° to 3100 before proceeding on course.

**Rwy 14**, climb runway heading to 1400 at min. climb of 220' per NM before proceeding on course.

**Rwys 26, 27, 32**, climb runway heading to 1400 before turning.

Departure procedure not required for aircraft with minimum climb of 300' per NM to 3100 or when weather is 1300-2 or better.

# ATLANTA, GA (CON'T)

## HARTSFIELD-JACKSON ATLANTA INTL

TAKE-OFF MINIMUMS: **Rwy 8R**, 300-1 or std. with a min. climb of 247' per NM to 1200 or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway. **Rwy 9L**, 300-1½ or std. with a min. climb of 234' per NM to 1200 or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 8R**, climb heading 092° to 1500 before turning right. **Rwy 9L**, climb heading 092° to 1500 before turning left.

NOTE: **Rwy 8L**, multiple trees beginning 930' from departure end of runway, 533' left of centerline up to 58' AGL/1048' MSL. Building 2705' from departure end of runway, 1061' left of centerline, 72' AGL/1068' MSL. **Rwy 8R**, Antenna on tower 4816' from departure end of runway, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from departure end of runway, 1666' right of centerline, 148' AGL/1145' MSL. Stack on building 1734' from departure end of runway, 945' left of centerline, 47' AGL/1043' MSL. **Rwy 9L**, rod on pole 5306' from departure end of runway, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from departure end of runway, 453' left of centerline, 3' AGL/981' MSL. **Rwy 10**, tower 4223' from departure end of runway, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from departure end of runway, 407' left of centerline, 217' AGL/1134' MSL. Pole 59' from departure end of runway, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from departure end of runway, 520' right of centerline, 43' AGL/1011' MSL. **Rwy 26L**, tree 1370' from departure end of runway, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from departure end of runway, 564' left of centerline, 50' AGL/1097' MSL. Rod on building 1249' from departure end of runway, 752' left of centerline, 52' AGL/1059' MSL. Building 1138' from departure end of runway, 636' left of centerline, 43' AGL/1057' MSL. **Rwy 26R**, multiple trees beginning 1786' from departure end of runway, 110' right of centerline, up to 83' AGL/1135' MSL. Multiple trees beginning 1988' from departure end of runway, 143' left of centerline, up to 100' AGL/1112' MSL. Pole 3196' from departure end of runway, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from departure end of runway, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from departure end of runway, 1069' right of centerline, 69' AGL/1121' MSL. **Rwy 27L**, hopper 3936' from departure end of runway, 1255' right of centerline, 96' AGL/1131' MSL. **Rwy 27R**, tree 4396' from departure end of runway, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from departure end of runway, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from departure end of runway, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from departure end of runway, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from departure end of runway, 207' right of centerline, 103' AGL/1125' MSL. **Rwy 28**, catenary 2001' from departure end of runway, 771' left of centerline, 60' AGL/1051' MSL.

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## ATLANTA, GA (CONT.)

## NEWNAN-COWETA COUNTY

DEPARTURE PROCEDURE: **Rwy 32**, climbing left turn via heading 270° to 2100 before proceeding on course.

NOTE: **Rwy 32**, tree 1684' from departure end of runway, 784' right of centerline 100' AGL/1119' MSL.

## PEACHTREE CITY-FALCON FIELD

TAKE-OFF MINIMUMS: **Rwy 13**, 200-1.

## ATMORE, AL

## ATMORE MUNI

NOTE: **Rwy 18**, vehicle on road 400' from departure end of runway, on centerline, 15' AGL/292' MSL.

## AUBURN, AL

## AUBURN-OPELIKA ROBERT G. PITTS

NOTE: **Rwy 18**, multiple trees beginning 1128' from departure end of runway, 559' right of centerline, up to 73' AGL/793' MSL, tree 1127' from departure end of runway, 464' left of centerline, 59' AGL/769' MSL. **Rwy 29**, multiple trees beginning 202' from departure end of runway, 51' left of centerline, up to 81' AGL/860' MSL. Multiple trees beginning 231' from departure end of runway, 9' right of centerline, up to 82' AGL/841' MSL. **Rwy 36**, multiple trees beginning 223' from departure end of runway, 21' left of centerline, up to 88' AGL/848' MSL. Multiple trees beginning 87' from departure end of runway, 44' right of centerline, up to 106' AGL/865' MSL.

## AUGUSTA, GA

## AUGUSTA RGNL AT BUSH FIELD (AGS)

## AMDT 13 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8**, std. w/ min. climb of 392' per NM to 2600 or 1700 - 2½' for climb in visual conditions. **Rwy 26**, 300-1 ¾ or std. w/ min. climb of 323' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 8**, for climb in visual conditions: cross Augusta Regional at Bush Field airport at or above 1700 MSL before proceeding on course. **Rwy 17**, climb heading 172° to 900 before turning east. **Rwy 26**, climb heading 262° to 1000 before turning east. **Rwy 35**, climb heading 352° to 1300 before turning east.

NOTE: **Rwy 8**, numerous trees beginning 560' from DER, 67' left of centerline, up to 80' AGL/209' MSL. Numerous trees beginning 821' from DER, 124' right of centerline, up to 80' AGL/209' MSL. **Rwy 17**, numerous trees beginning 746' from DER, 616' left of centerline, up to 72' AGL/203' MSL. Numerous trees beginning 1700' from DER, 759' right of centerline, up to 82' AGL/216' MSL. **Rwy 26**, numerous trees beginning 993' from DER, 295' left of centerline, up to 85' AGL/219' MSL. Light pole and numerous trees beginning 1016' from DER, 286' right of centerline, up to 71' AGL/205' MSL. Tree 4983' from DER, 1396' left of centerline, 100' AGL/329' MSL. Tree 1.4 NM from DER, 169' right of centerline, 112' AGL/361' MSL.

## AUGUSTA, GA (CON'T)

## DANIEL FIELD (DNL)

## AMDT 5 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, 300-1 or std. w/ min climb of 385' per NM to 800. **Rwy 23**, 600-3 or std. w/ min. climb of 350' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 23**, climb heading 214° to 1300 before turning west. **Rwy 29**, climb heading 288° to 1000 before turning south.

NOTES: **Rwy 5**, rising terrain beginning 143' from departure end of runway, 260' right of centerline, 430' MSL. Building 315' from departure end of runway, 350' right of centerline, 50' AGL/479' MSL. Numerous trees beginning 992' from departure end of runway, 12' right of centerline, up to 100' AGL/569' MSL. Road and vehicle 348' from departure end of runway, on centerline, 17' AGL/446' MSL. Terrain beginning 178' from departure end of runway, 134' left of centerline up to 466' MSL. Building 392' from departure end of runway, 207' left of centerline, 50' AGL/489' MSL. Numerous trees beginning 636' from departure end of runway, 12' left of centerline, up to 100' AGL/579' MSL. **Rwy 11**, hangar 7' from departure end of runway, 493' right of centerline, 50' AGL/479' MSL. Road and vehicle 253' from departure end of runway, on centerline, 17' AGL/446' MSL. Numerous trees beginning 449' from departure end of runway, 138' right of centerline, up to 100' AGL/529' MSL. Building 2232' from departure end of runway, 480' right of centerline, 106' AGL/509' MSL. Terrain beginning 80' from departure end of runway, 146' left of centerline, up to 430' MSL. Building 251' from departure end of runway, 531' left of centerline, 50' AGL/479' MSL. Building 483' from departure end of runway, 286' left of centerline, 50' AGL/479' MSL. Numerous trees beginning 564' from departure end of runway, 145' left of centerline, up to 100' AGL/529' MSL. **Rwy 23**, tower 2.4 NM from departure end of runway, 3437' right of centerline, 600' AGL/965' MSL. Numerous trees beginning 164' from departure end of runway, 10' left of centerline, up to 100' AGL/459' MSL. Numerous trees beginning 5' from departure end of runway, 113' right of centerline, up to 100' AGL/459' MSL. Building 279' from departure end of runway, 114' right of centerline, 50' AGL/409' MSL. **Rwy 29**, numerous trees beginning 7' from departure end of runway, 117' left of centerline up to 100' AGL/539' MSL. Building 311' from departure end of runway, 140' left of centerline, 50' AGL/459' MSL. Road and vehicle 4' from departure end of runway, 229' right of centerline, 17' AGL/446' MSL. Numerous trees beginning 31' from departure end of runway, 3' right of centerline, up to 100' AGL/539' MSL. Building 1480' from departure end of runway, 793' right of centerline, 50' AGL/489' MSL.



**BAINBRIDGE, GA**

DECATUR COUNTY INDUSTRIAL AIR PARK  
(BGE)

ORIG 09211 (FAA)

NOTE: **Rwy 14**, trees beginning 938' from DER, 238' right of centerline, up to 100' AGL/249' MSL. **Rwy 27**, trees beginning 1050' from DER, 52' right of centerline, up to 100' AGL/196' MSL. Tree 1527' from DER, 63' left of centerline, 100' AGL/192' MSL.

**BAXLEY, GA**

BAXLEY MUNI (BHC)

ORIG 07354 (FAA)

DEPARTURE PROCEDURE: **Rwy 26**, climb heading 259° to 800 before turning north.

NOTE: **Rwy 8**, trees beginning 14' from departure end of runway, 149' left of centerline up to 70' AGL/285' MSL. Trees beginning 749' from departure end of runway, 465' right of centerline, up to 97' AGL/278' MSL. Poles, beginning 764' from departure end of runway, 393' right of centerline, up to 24' AGL/234' MSL. **Rwy 26**, trees beginning 41' from departure end of runway, 287' left of centerline up to 88' AGL/295' MSL. Trees beginning 228' from departure end of runway, 31' right of centerline up to 80' AGL/285' MSL.

**BAY MINETTE, AL**

BAY MINETTE MUNI

NOTE: **Rwy 8**, brush 115' from departure end of runway, 80' left of centerline, 5' AGL/253' MSL. **Rwy 26**, trees 1190' from departure end of runway, on centerline, 35' AGL/242' MSL. Brush 135' from departure end of runway, 91' left of centerline, 5' AGL/212' MSL. Tree 5494' from departure end of runway, 84' right of centerline, 100' AGL/348' MSL.

**BESSEMER, AL**

BESSEMER

NOTE: **Rwy 5**, numerous trees beginning 147' from departure end of runway, 33' left of centerline, up to 100' AGL/859' MSL. Numerous trees beginning 36' from departure end of runway, 8' right of centerline, up to 100' AGL/769' MSL. **Rwy 23**, terrain beginning 33' from departure end of runway, 102' left of centerline, up to 709' MSL. Tree 74' from departure end of runway, 163' right of centerline, 50' AGL/714' MSL. Tree 175' from departure end of runway, 439' left of centerline, 11' AGL/710' MSL.

**BIRMINGHAM, AL**

BIRMINGHAM-SHUTTLESWORTH INTL

TAKE-OFF MINIMUMS: **Rwy 6**, 800-6 or std. with a min. climb of 360' per NM to 1700. Air Carrier reductions not authorized. **Rwy 18**, 800-4 or std. with a min. climb of 340' per NM to 1700. **Rwy 36**, 800-2.

DEPARTURE PROCEDURE: **Rwy 6**, climb runway heading to 1700 before turning on course. **Rwy 18**, climb runway heading to 2100 before turning on course.

**Rwy 24**, climb runway heading to 2100 before turning on course. **Rwy 36**, climb runway heading to 1700 before turning on course.

**BLAKELY, GA**

EARLY COUNTY (BIJ)

ORIG 08045 (FAA)

NOTE: **Rwy 5**, trees beginning 12' from departure end of runway, 214' left of centerline, up to 100' AGL/319' MSL. Trees beginning 17' from departure end of runway, 122' right of centerline, up to 100' AGL/329' MSL. Vehicles on roadway, beginning 416' from departure end of runway, left and right of centerline, up to 17' AGL/236' MSL. Trains on railroad tracks beginning 883' from departure end of runway, 684' left of centerline, up to 23' AGL/242' MSL. **Rwy 23**, trees beginning 417' from departure end of runway, 2924' right of centerline, up to 100' AGL/319' MSL. Trees beginning 417' from departure end of runway, left and right of centerline, up to 100' AGL/319' MSL. Vehicles on roadway, 537' from departure end of runway, 628' right of centerline, up to 17' AGL/236' MSL. Buildings 1418' from departure end of runway, 203' left of centerline, up to 50' AGL/269' MSL.

**BREWTON, AL**

BREWTON MUNI (12J)

AMDT 2 10070 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36**, NA-Closed Indef.

NOTE: **Rwy 6**, trees 141' from DER, 33' left of centerline, 25' AGL/121' MSL. **Rwy 12**, trees 199' from DER, 495' right of centerline, 57' AGL/156' MSL. Vehicle on road, 1906' from DER, 456' right of centerline, 15' AGL/156' MSL. **Rwy 24**, trees 380' from DER, 135' left of centerline, 25' AGL, 127' MSL. **Rwy 30**, trees 92' from DER, 391' right of centerline, 46' AGL/126' MSL. Trees, 2654' from DER, 1129' left of centerline, 91' AGL/161' MSL.

**BRUNSWICK, GA**

BRUNSWICK GOLDEN ISLES

NOTE: **Rwy 7**, tree 1380' from departure end of runway, 840' right of centerline, 38' AGL/57' MSL. **Rwy 25**, multiple trees beginning 1259' from departure end of runway, 688' right of centerline, up to 50' AGL/74' MSL.

**MALCOLM-MCKINNON**

TAKE-OFF MINIMUMS: **Rwys 4, 16, 22, 34**, 400-1.

DEPARTURE PROCEDURE: **Rwy 22**, climb runway heading to 400 before turning west.

**BUTLER, AL**

BUTLER-CHOCTAW COUNTY

NOTE: **Rwy 11**, multiple trees beginning 511' from departure end of runway, 3' right of centerline, up to 100' AGL/229' MSL. Multiple trees beginning 560' from departure end of runway, 191' left of centerline, up to 100' AGL/229' MSL. **Rwy 29**, multiple trees beginning 831' from departure end of runway, 361' right of centerline, up to 100' AGL/209' MSL. Multiple trees beginning 387' from departure end of runway, 333' left of centerline, up to 100' AGL/219' MSL.

**BUTLER, GA**

BUTLER MUNI

NOTE: **Rwy 18**, numerous trees beginning 268' from departure end of runway, 500' left of centerline, up to 100' AGL/759' MSL. Pylon 58' from departure end of runway, 449' left of centerline, 59' AGL/688' MSL. Numerous trees beginning 746' from departure end of runway, 420' right of centerline, up to 100' AGL/759' MSL.





## CAIRNS AAF (KOZR)

FORT RUCKER, AL . . . . . ORIG, 09127

**Rwy 6, 24, 18, 36, and Helipads C, G, A, D1, D2:**  
Standard. All other helipads, NA.

**DEPARTURE PROCEDURE: Helipad C:** Climb heading 178° to 1000 before proceeding on course.

**Helipad G:** Climb heading 178° to 1000 before proceeding on course.

**TAKE-OFF OBSTACLES: Rwy 6:** Trees 483' from DER, 616' left of centerline 75' AGL/344' MSL. Trees 738' from DER, 641' right of centerline, 75' AGL/344' MSL. Trees 1,777' from DER, 825' left of centerline, 75' AGL/354' MSL. **Rwy 24:** Trees 266' from DER, 538' right of centerline, 75' AGL/354' MSL. Trees 2,501' from DER, 914' right of centerline, 75' AGL/375' MSL. Reflector 149' from DER, 149' right of centerline, 13' AGL/309' MSL. Reflector 149' from DER, 150' left of centerline, 13' AGL/309' MSL. Telephone poles beginning 1,068' from DER, 303' left of centerline, up to 23' AGL/332' MSL. **Rwy 18:** Trees 525' from DER, 578' left of centerline, 75' AGL/364' MSL. **Rwy 36:** Trees 1,199' from DER, 783' right of centerline, 75' AGL/384' MSL. Trees 3,149' from DER, 1,104' right of centerline, 75' AGL/394' MSL.

## CALHOUN, GA

TOM B. DAVID FIELD

**TAKE-OFF MINIMUMS: Rwy 17,** 500-3 or std. with a min. climb of 251' per NM to 1300. **Rwy 35,** 500-2½ or std. with a min. climb of 264' per NM to 1300.

**DEPARTURE PROCEDURE: Rwy 17,** climb via heading 170° to 2000 before turning. **Rwy 35,** climb via heading 350° to 2000 before turning.

**NOTE: Rwy 17,** tree 12,771' from departure end of runway, 6143' left of centerline, 100' AGL/1119' MSL.

**Rwy 35,** two towers 12,928' from departure end of runway, 587' right of centerline, 100' AGL/1008' MSL.

## CAMILLA, GA

CAMILLA-MITCHELL COUNTY (CXU)

AMDT 1 08213 (FAA)

**DEPARTURE PROCEDURE: Rwy 8,** climb heading 081° to 1100 before turning right.

**NOTE: Rwy 8,** trees beginning 44' from departure end of runway, 470' left of centerline, up to 100' AGL/284' MSL. Trees beginning 876' from departure end of runway, 404' right of centerline, up to 100' AGL/274' MSL. **Rwy 26,** vehicle on road beginning 53' from departure end of runway, left and right of centerline, up to 15' AGL/186' MSL. Trees beginning 218' from departure end of runway, 413' left of centerline, up to 100' AGL/269' MSL. Trees beginning 1758' from departure end of runway, 548' right of centerline, up to 100' AGL/269' MSL.

## CANON, GA

FRANKLIN COUNTY (18A)

ORIG 08269 (FAA)

**TAKE-OFF MINIMUMS: Rwy 8,** 400-2½ or std. w/ min. climb of 217' per NM to 1400. Alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway.

**NOTE: Rwy 8,** trees beginning 142' from departure end of runway, 9' right of centerline, up to 110' AGL/1006' MSL. Trees beginning 469' from departure end of runway, 43' left of centerline, up to 114' AGL/1004' MSL. **Rwy 26,** trees beginning 134' from departure end of runway, 301' right of centerline, up to 57' AGL/885' MSL. Trees beginning 514' from departure end of runway, 26' left of centerline, up to 73' AGL/902' MSL.

## CANTON, GA

CHEROKEE COUNTY (47A)

AMDT 1 07354 (FAA)

**TAKE-OFF MINIMUMS: Rwy 4,** std. w/ min. climb of 300' per NM to 4000, or 1500-3 for climb in visual conditions. **Rwy 22,** 300-1 or std. w/ min. climb of 236' per NM to 1500. Alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway.

**DEPARTURE PROCEDURE: Rwy 4,** for climb in visual conditions: cross Cherokee County Airport at or above 2600 MSL before proceeding on course. **Rwy 22,** climb heading 226° to 2500 before turning right.

**NOTE: Rwy 4,** trees beginning 56' from departure end of runway, 163' left of centerline, up to 100' AGL/1779' MSL. Trees beginning 497' from departure end of runway, 72' right of centerline, up to 100' AGL/1839' MSL. **Rwy 22,** trees beginning 163' from departure end of runway, 336' right of centerline, up to 100' AGL/1359' MSL. Trees beginning 141' from departure end of runway, 45' left of centerline, up to 100' AGL/1211' MSL.

## CARROLLTON, GA

WEST GEORGIA RGNL-O V GRAY FIELD

(CTJ)

ORIG 09127 (FAA)

**TAKE-OFF MINIMUMS: Rwy 35,** 300-1 or std. w/ min. climb of 276' per NM to 1400.

**DEPARTURE PROCEDURE: Rwy 35,** climb heading 348° to 1800 before turning east.

**NOTE: Rwy 17,** trees beginning 261' from DER, 433' right of centerline, up to 100' AGL/1219' MSL. Trees beginning 301' from DER, 449' left of centerline, up to 100' AGL/1199' MSL. **Rwy 35,** trees beginning 123' from DER, 3' left of centerline, up to 100' AGL/1283' MSL. Trees beginning 1189' from DER, 127' right of centerline, up to 100' AGL/1283' MSL. Vehicle on road 2489' from DER, 477' left of centerline, 17' AGL/1235' MSL.



**CARTERSVILLE, GA****CARTERSVILLE**

TAKE-OFF MINIMUMS: **Rwy 1**, 500-2¼ or std. w/ min. climb of 361' per NM to 1300. **Rwy 19**, 400-2½ or std. w/ min. climb of 600' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 1**, climb heading 007° to 2300 before proceeding on course. **Rwy 19**, climb heading 187° to 1300 before turning westbound.

NOTE: **Rwy 1**, trees beginning 24' from departure end of runway, 236' left of centerline, up to 74' AGL/798' MSL. Brush 199' from departure end of runway, 160' right of centerline, 26' AGL/756' MSL. Tree 1253' from departure end of runway, 641' right of centerline, 69' AGL/808' MSL. Trees beginning 8789' from departure end of runway, 2511' right of centerline, up to 100' AGL/1199' MSL. **Rwy 19**, terrain 194' from departure end of runway, 466' left of centerline, 0' AGL/775' MSL. Trees beginning 2357' from departure end of runway, 44' left of centerline, up to 80' AGL/1079' MSL. Trees beginning 2312' from departure end of runway, 119' right of centerline, up to 80' AGL/1019' MSL.

**CEDARTOWN, GA****POLK COUNTY AIRPORT - CORNELIUS MOORE FIELD (4A4)****ORIG 09099 (FAA)**

NOTE: **Rwy 9**, trees beginning 0' from DER, 340' right of centerline, up to 100' AGL/1059' MSL. Trees beginning 200' from DER, 204' left of centerline, up to 100' AGL/1059' MSL. **Rwy 27**, trees beginning 0' from DER, 310' right of centerline, up to 100' AGL/1059' MSL. Trees beginning 279' from DER, 414' left of centerline, up to 100' AGL/1059' MSL. Powerline 1407' from DER, 643' right of centerline, 65' AGL/1012' MSL.

**CENTRE, AL****CENTRE-PIEDMONT CHEROKEE COUNTY RGNL (PYP)****ORIG 08101 (FAA)**

DEPARTURE PROCEDURE: **Rwy 7**, Climb heading 067° to 1400 before turning South. **Rwy 25**, Climb heading 247° to 2500 before turning South.

NOTE: **Rwy 7**, multiple trees beginning 1481' from departure end of runway, 456' right of centerline up to 100' AGL/709' MSL. Multiple trees beginning 2273' from departure end of runway, 434' left of centerline up to 100' AGL/689' MSL. **Rwy 25**, multiple trees beginning 2780' from departure end of runway, 245' right of centerline up to 100' AGL/689' MSL. Tree 3093' from departure end of runway, 516' left of centerline 100' AGL/679' MSL.

**CENTREVILLE, AL****BIBB COUNTY (0A8)****ORIG 07354 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 10**, 300-1¼ or std. w/ min. climb of 330' per NM to 600. **Rwy 28**, 300-2 or std. w/ min. climb of 300' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 10**, climb heading 097° to 1000 before turning left.

NOTE: **Rwy 10**, brush 430' from departure end of runway, 42' right of centerline, 48' AGL/268' MSL. Trees beginning 4800' from departure end of runway, 1397' left of centerline, up to 100' AGL/479' MSL. **Rwy 28**, trees beginning at departure end of runway, 239' left of centerline, up to 100' AGL/339' MSL. Trees beginning at departure end of runway, 309' right of centerline, up to 100' AGL/499' MSL.

**CLANTON, AL****CHILTON COUNTY**

TAKE-OFF MINIMUMS: **Rwy 8**, 300-1. **Rwy 26**, 200-1 or std. with a min. climb of 250' per NM to 1000.

DEPARTURE PROCEDURE: **Rwys 8, 26**, climb runway heading to 1000 before turning on course.

**CLAXTON, GA****CLAXTON-EVANS COUNTY (CWV)****ORIG 08269 (FAA)**

NOTE: **Rwy 9**, trees beginning at departure end of runway, left and right of centerline, up to 100' AGL/199' MSL. **Rwy 27**, trees beginning at departure end of runway, left and right of centerline, up to 100' AGL/229' MSL. Vehicles on highway beginning 236' from departure end of runway, left and right of centerline, up to 17' AGL/136' MSL.

**CLAYTON, AL****CLAYTON MUNI**

TAKE-OFF MINIMUMS: **Rwy 9**, 400-1 or std. with a min. climb of 350' per NM to 1000. **Rwy 27**, 400-1 or std. with a min. climb of 300' per NM to 1000.

DEPARTURE PROCEDURE: **Rwys 9, 27**, climb runway heading to 1000 before turning.

**COCHRAN, GA****COCHRAN (48A)****AMDT 2 09295 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 23**, 300-1¼ or std. w/ min. climb of 316' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 049° to 1700 before turning left. **Rwy 11**, climb heading 107° to 1200 before turning left. **Rwy 23**, climb heading 229° to 900 before proceeding on course. **Rwy 29**, climb heading 287° to 900 before turning right.

NOTE: **Rwy 5**, trees beginning 10' from DER, left and right of centerline, up to 100' AGL/419' MSL. **Rwy 11**, mobile sprinklers, 166' from DER, 331' right of centerline, up to 24' AGL/345' MSL. Trees beginning 979' from DER, 753' left of centerline, up to 100' AGL/409' MSL. Trees beginning 1118' from DER, 678' right of centerline, up to 100' AGL/395' MSL. **Rwy 23**, road beginning 196' from DER, 541' left of centerline, 15' AGL/344' MSL. Trees beginning 746' from DER, 302' left of centerline, up to 100' AGL/499' MSL. Trees beginning 1061' from DER, 473' right of centerline, up to 100' AGL/539' MSL. **Rwy 29**, ground and trees beginning 42' from DER, 480' right of centerline, up to 100' AGL/464' MSL. Trees beginning 212' from DER, 367' left of centerline, up to 100' AGL/442' MSL.





## COLUMBUS, GA

## COLUMBUS METROPOLITAN

TAKE-OFF MINIMUMS: **Rwy 24**, 1100-2 or std. with a min. climb of 220' per NM to 1800. **Rwy 31**, 300-2, or std. with a min. climb of 300' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 6**, climb via heading 056° to 1400 before turning southbound. **Rwy 13**, climb via heading 070° to 1900 before turning southbound. **Rwy 24**, climb via heading 280° to 1900 before turning southeastbound. **Rwy 31**, climb via heading 307° to 1400 before turning southbound.

NOTE: **Rwy 6**, multiple trees beginning 2130' from departure end of runway, 6' left of centerline, up to 100' AGL/405' MSL. Multiple trees beginning 748' from departure end of runway, 1' right of centerline, up to 100' AGL/501' MSL. Spike 5091' from departure end of runway, 1282' left of centerline, 90' AGL/532' MSL. Building 636' from departure end of runway, 245' left of centerline, 10' AGL/417' MSL. **Rwy 13**, antenna 4.2 NM from departure end of runway, 5975' right of centerline, 1318' AGL/1703' MSL. Tower 4.2 NM from departure end of runway, 5893' right of centerline, 1315' AGL/1700' MSL. Tower 4.3 NM from departure end of runway, 3635' right of centerline, 1146' AGL/1514' MSL. Antenna 4.3 NM from departure end of runway, 3637' right of centerline, 1143' AGL/1511' MSL. Flag pole 1143' from departure end of runway, 533' right of centerline, 75' AGL/433' MSL, tree 396' from departure end of runway, 233' left of centerline, 32' AGL/391' MSL. Tree 1957' from departure end of runway, 182' right of centerline, 55' AGL/428' MSL. Bush 101' from departure end of runway, 55' right of centerline, 9' AGL/378' MSL. Multiple light beginning 276' from departure end of runway, 292' right of centerline, up to 40' AGL/380' MSL. **Rwy 24**, multiple towers beginning 6.2 NM from departure end of runway, 1.2 NM right of centerline, up to 784' AGL/1398' MSL. Tree 2709' from departure end of runway, 1121' right of centerline, 70' AGL/479' MSL. Tree 2663' from departure end of runway, 1043' right of centerline, 85' AGL/475' MSL. Tree 2906' from departure end of runway, 534' left of centerline, 54' AGL/454' MSL. Tree 3183' from departure end of runway, 990' left of centerline, 58' AGL/458' MSL. **Rwy 31**, multiple trees beginning 1328' from departure end of runway, 146' right of centerline, up to 159' AGL/528' MSL. Antenna 4863' from departure end of runway, 230' right of centerline, 32' AGL/552' MSL. Sign 1601' from departure end of runway, 274' left of centerline, 48' AGL/463' MSL. Tower 1.2 NM from departure end of runway, 63' left of centerline, 183' AGL/598' MSL. Antenna 5201' from departure end of runway, 1096' left of centerline, 72' AGL/551' MSL. Pole 277' from departure end of runway, 384' right of centerline, 47' AGL/427' MSL. Pole 617' from departure end of runway, 174' left of centerline, 50' AGL/421' MSL. Bush 319' from departure end of runway, 99' left of centerline, 38' AGL/408' MSL. Pole 529' from departure end of runway, 33' left of centerline, 43' AGL/413' MSL.

## CORDELE, GA

## CRISP COUNTY-CORDELE

NOTE: **Rwy 5**, multiple trees beginning 120' from departure end of runway, 201' left of centerline, up to 100' AGL/391' MSL. Multiple trees beginning 364' from departure end of runway, 235' right of centerline, up to 100' AGL/412' MSL. **Rwy 10**, multiple trees beginning 21' from departure end of runway, 376' left of centerline, up to 100' AGL/409' MSL. Multiple trees beginning 627' from departure end of runway, 254' right of centerline, up to 100' AGL/426' MSL. Pole 822' from departure end of runway, 258' left of centerline, 21' AGL/343' MSL. Pole 1023' from departure end of runway, 335' left of centerline, 31' AGL/341' MSL. Vehicle on road 434' from departure end of runway, 405' right of centerline, 16' AGL/326' MSL. Vent on building 741' from departure end of runway, 339' right of centerline, 21' AGL/331' MSL. **Rwy 23**, multiple trees beginning 162' from departure end of runway, 248' left of centerline, up to 100' AGL/382' MSL. Multiple trees beginning 340' from departure end of runway, 342' right of centerline, up to 100' AGL/391' MSL. **Rwy 28**, multiple trees beginning 1235' from departure end of runway, 107' left of centerline, up to 100' AGL/388' MSL. Multiple trees beginning 101' from departure end of runway, 277' right of centerline, up to 100' AGL/400' MSL.

## CORNELIA, GA

## HABERSHAM COUNTY (AJR)

## AMDT 3 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6**, 400-2 or std. with a min. climb of 300' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 6**, climb heading 059° to 2300 before proceeding on course. **Rwy 24**, climb heading 239° to 1900 before proceeding on course.

NOTE: **Rwy 6**, trees beginning 68' from DER, 5' left of centerline, up to 100' AGL/1558' MSL. Trees beginning 149' from DER, 103' right of centerline, up to 100' AGL/1575' MSL. Building 1510' from DER, 55' right of centerline, 68' AGL/1502' MSL. Light pole 2009' from DER, 564' left of centerline, 49' AGL/1513' MSL. Light pole 2092' from DER, 724' left of centerline, 49' AGL/1513' MSL. Building 2530' from DER, 557' left of centerline, 58' AGL/1531' MSL. Utility tank 4279' from DER, 736' right of centerline, 123' AGL/1606' MSL. Tower 7440' from DER, 291' right of centerline, 127' AGL/1656' MSL. Tank 1.6 NM from DER, 2448' right of centerline, 96' AGL/1746' MSL. **Rwy 24**, terrain beginning 465' from DER, 17' left of centerline, up to 1435' MSL. Trees beginning 517' from DER, 36' right of centerline, up to 100' AGL/1491' MSL. Buildings beginning 676' from DER, 140' right of centerline, up to 34' AGL/1429' MSL. Trees beginning 744' from DER, 6' left of centerline, up to 100' AGL/1507' MSL. Utility tanks beginning 818' from DER, 116' left of centerline, up to 30' AGL/1435' MSL. Buildings beginning 1180' from DER, 133' left of centerline, up to 58' AGL/1459' MSL. Poles beginning 1655' from DER, 497' left of centerline, up to 38' AGL/1465' MSL.

## COURTLAND, AL

## LAURENCE COUNTY (9A4)

## ORIG 09099 (FAA)

NOTE: **Rwy 31**, trees 4244' from DER, 888' right of centerline, 100' AGL/699' MSL.





**COVINGTON, GA**

COVINGTON MUNI (9A1)

AMDT 1 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 28**, 200-1 or std. w/ min. climb of 259' per NM to 1100.

NOTE: **Rwy 10**, terrain 18' from departure end of runway, 485' left of centerline, 817' MSL. Power pole 987' from departure end of runway, 107' right of centerline, 25' AGL/844' MSL. Trees beginning 1399' from departure end of runway, 300' left of centerline, up to 70' AGL/875' MSL. Tree 3902' from departure end of runway, 1535' right of centerline, 73' AGL/844' MSL. **Rwy 28**, trees beginning 1065' from departure end of runway, 34' left of centerline, up to 116' AGL/894' MSL. Trees beginning 1286' from departure end of runway, 435' right of centerline, up to 109' AGL/888' MSL. Water tower 5029' from departure end of runway, 1579' left of centerline, 162' AGL/961' MSL.

**CULLMAN, AL**

FOLSOM FIELD

TAKE-OFF MINIMUMS: **Rwy 2**, 400-1. **Rwy 20**, 300-1.DEPARTURE PROCEDURE: **Rwys 2, 20**, climb runway heading to 1500 before turning on course.**DALLAS, GA**

PAULDING COUNTY RGNL (PUJ)

ORIG 09071 (FAA)

NOTE: **Rwy 13**, trees beginning 14' from DER, left and right of centerline, up to 100' AGL/1339' MSL. **Rwy 31**, trees beginning 490' from DER, left and right of centerline, up to 100' AGL/1399' MSL.

**DALTON, GA**

DALTON MUNI

DEPARTURE PROCEDURE: **Rwy 14**, climb on heading between 112° clockwise to 320° from departure end of runway, or minimum climb of 406' per NM to 5400 for all other courses. **Rwy 32**, climb on heading between 336° clockwise to 026° from departure end of runway, or minimum climb of 380' per NM to 5400 for all other courses.

NOTE: **Rwy 32**, numerous trees beginning 674' from departure end of runway, 515' right of centerline, up to 65' AGL/807' MSL. Scrub, building, and numerous trees beginning 5' from departure end of runway, 273' left of centerline, up to 72' AGL/834' MSL.

**DAWSON, GA**

DAWSON MUNI

TAKE-OFF MINIMUMS: **Rwy 31**, 300-1 or std. with a min. climb of 270' per NM to 600.**DECATUR, AL**

PRYOR FIELD RGNL

NOTE: **Rwy 18**, multiple trees beginning 461' from departure end of runway, 179' right of centerline, up to 100' AGL/697' MSL. **Rwy 36**, tree 2582' from departure end of runway, 791' right of centerline, 100' AGL/685' MSL.

**DEMOPOLIS, AL**

DEMOPOLIS MUNI (DYA)

AMDT 1 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22**, 300-1 or std. w/ min. climb of 370' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 4**, trees beginning at DER, 196' left and 151' right of centerline up to 100' AGL/209' MSL. **Rwy 22**, trees beginning 295' from DER, 245' right of centerline up to 100' AGL/209' MSL. Stack 4902' from DER, 1717' right of centerline, 180' AGL/273' MSL. Water tank 5607' from DER, 1066' right of centerline, 148' AGL/243' MSL. Stack 4875' from DER, 2209' right of centerline, 295' AGL/391' MSL.

**DOBBINS ARB (KMGE)**

MARIETTA, GA . . . . . AMDT 3, 09183

**Rwy 29**, 900-3\*

\*Or standard with minimum climb of 290'/NM to 2300.  
TAKE-OFF OBSTACLES: **Rwy 29**: 1255' MSL trees, 2300' to 5300' from departure end of rwy, extending 1600' left to 1700' right of centerline. 1130' MSL power pole, 2405' from departure end of rwy, 1066' left of centerline. 1138' MSL power pole, 2471' from departure end of rwy, 1095' left of centerline. 1140' MSL light pole, 2511' from departure end of rwy, 1162' right of centerline. 1143' MSL light pole, 2688' from departure end of rwy, 1139' right of centerline. 1165' MSL antenna, 3029' from departure end of rwy, 1034' left of centerline. 1165' MSL power pole, 3728' from departure end of rwy, 204' left of centerline. **Rwy 11**: 1020' MSL power pole, 1081' from departure end of rwy, 711' left of centerline. 1022' MSL tree, 1094' from departure end of rwy, 786' right of centerline. 1024' MSL power pole, 1163' from departure end of rwy, 785' left of centerline. 1023' MSL tree, 1170' from departure end of rwy, 752' right of centerline. 1025' MSL power pole, 1278' from departure end of rwy, 567' left of centerline. 1038' MSL trees, 1313' to 1457' from departure end of rwy, extending 657' to 706' right of centerline. 1048' MSL trees, 1614' from departure end of rwy, 925' left of centerline. 1097' MSL trees, 2600' to 2700' from departure end of rwy, extending 900' to 1200' right of centerline. 1088' MSL trees, 3300' from departure end of rwy, 295' right of centerline. 1141' MSL trees, 4150' to 4950' from departure end of rwy, extending 1050' to 1700' left of centerline. 1112' MSL power pole, 4469' from departure end of rwy, 1616' right of centerline. 1170' MSL tree, 5905' from departure end of rwy, 718' right of centerline. 1147' MSL tree, 6136' from departure end of rwy, 297' left of centerline.

**DONALSONVILLE, GA**

DONALSONVILLE MUNI (17J)

ORIG 09239 (FAA)

NOTE: **Rwy 18**, trees beginning 565' from DER, 107' right of centerline, up to 100' AGL/239' MSL. Vehicle on road, 608' from DER, on centerline, 15' AGL/154' MSL. **Rwy 36**, trees beginning 857' from DER, 326' right of centerline, up to 100' AGL/259' MSL. Trees beginning 1916' from DER, 974' left of centerline, up to 100' AGL/249' MSL.



## DOTHAN, AL

DOTHAN RGNL (DHN)  
ORIG 08101 (FAA)

NOTE: **Rwy 18**, trees beginning 2047' from departure end of runway, 54' right of centerline, up to 75' AGL/457' MSL. **Rwy 32**, trees beginning 418' from departure end of runway, 575' left of centerline, up to 59' AGL/430' MSL. REILs beginning 43' from departure end of runway, 150' left and 137' right of centerline, up to 3' AGL/402' MSL. **Rwy 36**, trees beginning 628' from departure end of runway, 362' right of centerline, up to 45' AGL/424' MSL.

## DOUGLAS, GA

DOUGLAS MUNI

TAKE-OFF MINIMUMS: **Rwy 4**, 600-2 or std. with a min. climb of 230' per NM to 1000.

NOTE: **Rwy 4**, tower 3.13 NM from departure end of runway, 2080' right of centerline, 560' AGL/792' MSL.

## DUBLIN, GA

W. H. "BUD" BARRON

NOTE: **Rwy 2**, trees beginning 2028' from departure end of runway, 810' left of centerline, up to 100' AGL/419' MSL. Interstate with vehicle 754' from departure end of runway, 88' right of centerline, 17' AGL/326' MSL. **Rwy 20**, trees beginning 2766' from departure end of runway, 839' right of centerline, up to 100' AGL/419' MSL. Road with vehicle 850' from departure end of runway, 91' left of centerline, 15' AGL/285' MSL. **Rwy 14**, trees beginning 1904' from departure end of runway, 167' right of centerline, up to 100' AGL/409' MSL. Trees beginning 1764' from departure end of runway, 67' left of centerline, up to 100' AGL/399' MSL. **Rwy 32**, trees beginning 1034' from departure end of runway, 193' right of centerline, up to 100' AGL/409' MSL. Trees beginning 1052' from departure end of runway, 220' left of centerline, up to 100' AGL/489' MSL.

## EASTMAN, GA

HEART OF GEORGIA RGNL

NOTE: **Rwy 2**, trees 2272' from departure end of runway, 106' right of centerline, 100' AGL/429' MSL. Trees 2833' from departure end of runway, 505' right of centerline, 100' AGL/439' MSL. Trees 3332' from departure end of runway, 1130' right of centerline, 100' AGL/449' MSL. **Rwy 20**, trees 802' from departure end of runway, 510' left of centerline, 100' AGL/379' MSL. Trees 1081' from departure end of runway, 126' right of centerline, 100' AGL/369' MSL.

## ELBERTON, GA

ELBERT COUNTY-PATZ FIELD (27A)

ORIG 08325 (FAA)

NOTE: **Rwy 10**, tree 1100' from departure end of runway, 349' right of centerline, 68' AGL/648' MSL. Tree 1800' from departure end of runway, 68' left of centerline, 100' AGL/679' MSL. **Rwy 28**, tree 2699' from departure end of runway, 300' left of centerline, 100' AGL/719' MSL. Tree 200' from departure end of runway, 200' right of centerline, 100' AGL/650' MSL. Terrain beginning 66' from departure end of runway, 222' right of centerline, up to 627' MSL.

## ENTERPRISE, AL

ENTERPRISE MUNI (EDN)  
ORIG 09239 (FAA)

NOTE: **Rwy 5**, trees beginning 260' from DER, 50' left of centerline, up to 100' AGL/469' MSL. Tree 122' from DER, 177' right of centerline, 100' AGL/459' MSL. **Rwy 23**, trees beginning 8' from DER, 203' right of centerline, up to 44' AGL/386' MSL. Trees beginning 10' from DER, 336' left of centerline, up to 28' AGL/370' MSL.

## EUFAULA, AL

WEEDON FIELD

DEPARTURE PROCEDURE: **Rwys 18, 36**, climb runway heading to 1000 before turning westbound.

## EVERGREEN, AL

MIDDLETON FIELD (GZH)

AMDT 1 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 28**, 300-1½ or std. w/min. climb of 260' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 19**, climb heading 183° to 800 before turning left.

NOTE: **Rwy 1**, trees and terrain beginning 231' from departure end of runway, 116' right of centerline, up to 100' AGL/399' MSL. Trees and terrain beginning 183' from departure end of runway, 53' left of centerline, up to 100' AGL/399' MSL. **Rwy 10**, trees and terrain beginning 41' from departure end of runway, 21' right of centerline, up to 100' AGL/359' MSL. Trees and terrain beginning 197' from departure end of runway, 3' left of centerline, up to 100' AGL/369' MSL. **Rwy 19**, trees and terrain beginning 42' from departure end of runway, 6' right of centerline, up to 100' AGL/419' MSL. Trees and terrain beginning 18' from departure end of runway, 22' left of centerline, up to 100' AGL/469' MSL. **Rwy 28**, tree and terrain beginning 6' from departure end of runway, 126' right of centerline, up to 100' AGL/449' MSL, trees and terrain beginning 55' from departure end of runway, 58' left of centerline, up to 100' AGL/489' MSL.

## FAIRHOPE, AL

H L SONNY CALLAHAN

NOTE: **Rwy 1**, brush beginning 122' from departure end of runway, left of centerline up to 10' AGL/99' MSL. **Rwy 19**, brush beginning 23' from departure end of runway, left and right of centerline up to 10' AGL/99' MSL.

## FAYETTE, AL

RICHARD ARTHUR FIELD (M95)  
AMDT 1 08045 (FAA)

NOTE: **Rwy 18**, 300-1¼ or std. w/ min. climb of 349' per NM to 700. **Rwy 36**, 300-1 or std. w/ min. climb of 306' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 18**, climb heading 183° to 1200 before proceeding on course.

NOTE: **Rwy 18**, terrain beginning at departure end of runway, 142' right of centerline, up to 335' MSL. Multiple trees beginning 230' from departure end of runway, 28' right of centerline, up to 100' AGL/435' MSL. Multiple trees beginning 40' from departure end of runway, 102' left of centerline, up to 93' AGL/418' MSL. Tower 1.0 NM from departure end of runway, 1395' right of centerline, 224' AGL/549' MSL. **Rwy 36**, tower 39' from departure end of runway, 341' left of centerline, 40' AGL/399' MSL. Multiple trees beginning 390' from departure end of runway, 14' right of centerline, up to 109' AGL/478' MSL. Multiple trees beginning 414' from departure end of runway, 67' left of centerline, up to 100' AGL/519' MSL. Multiple buildings beginning 244' from departure end of runway, 320' left of centerline, up to 21' AGL/391' MSL. Building 281' from departure end of runway, 289' right of centerline, 24' AGL/374' MSL. Multiple poles beginning 230' from departure end of runway, 203' left of centerline, up to 72' AGL/462' MSL. Multiple poles beginning 67' from departure end of runway, 210' right of centerline, up to 47' AGL/406' MSL. Vehicles on road 55' from departure end of runway, 232' right of centerline, up to 15' AGL/370' MSL.

## FITZGERALD, GA

FITZGERALD MUNI

TAKE-OFF MINIMUMS: **Rwy 1**, 500-1.

DEPARTURE PROCEDURE: **Rwy 32**, climb runway heading to 900 before turning right.

## FLORALA, AL

FLORALA MUNI (0J4)  
ORIG 09183 (FAA)

NOTE: **Rwy 4**, trees beginning 14' from DER, 200' right of centerline, up to 100' AGL/419' MSL. Trees beginning 470' from DER, 54' left of centerline, up to 100' AGL/429' MSL. Vehicles on roadway beginning 417' from DER, left and right of centerline, up to 15' AGL/344' MSL. **Rwy 22**, trees beginning 16' from DER, 275' right of centerline, up to 100' AGL/409' MSL. Vehicles on roadway beginning 30' from DER, 298' right of centerline, up to 17' AGL/326' MSL. Trees beginning 340' from DER, 230' left of centerline, up to 100' AGL/379' MSL. Trees beginning 1164' from DER, left and right of centerline, up to 100' AGL/369' MSL.

## FOLEY, AL

FOLEY MUNI (5R4)  
AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, std. w/ min. climb of 240' per NM to 2800, or 1200-2½ for climb in visual conditions. DEPARTURE PROCEDURE: **Rwy 36**, for climb in visual conditions, cross Foley Muni airport at or above 1100 before proceeding on course.

NOTE: **Rwy 18**, fence 52' from DER, 341' right of centerline, 12' AGL/77' MSL. Trees beginning 81' from DER, 339' left of centerline, up to 81' AGL/146' MSL. Vehicles on roadway 444' from DER, left and right of centerline, up to 15' AGL/106' MSL. Tree 1173' from DER, 558' right of centerline, 86' AGL/151' MSL. Trees beginning 1815' from DER, left and right of centerline, up to 112' AGL/177' MSL. **Rwy 36**, trees beginning 68' from DER, 360' left of centerline, up to 94' AGL/159' MSL. Trees beginning 77' from DER, 365' right of centerline, up to 97' AGL/162' MSL. Trees beginning 1126' from DER, left and right of centerline, up to 97' AGL/157' MSL. Vehicles on roadway 1176' from DER, left and right of centerline, up to 15' AGL/98' MSL. Pole 1216' from DER, 408' right of centerline, 35' AGL/95' MSL. Pole 1357' from DER, 112' left of centerline, 36' AGL/101' MSL. Pole 1513' from DER, 183' left of centerline, 39' AGL/104' MSL.

## FORT PAYNE, AL

ISBELL FIELD

TAKE-OFF MINIMUMS: **Rwy 4**, 300-2 or std. with a min. climb of 375' per NM to 1500. **Rwy 22**, 600-3 or std. with a min. climb of 265' per NM to 1500.

DEPARTURE PROCEDURE: **Rwys 4, 22**, climb runway heading to 2000 before turning on course.

## FORT STEWART (HINESVILLE), GA

WRIGHT AAF (FORT STEWART)/MIDCOAST  
RGNL (LHW)  
ORIG 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6R, 15R, 24L, 33L**, NA-Obstacles.

NOTE: **Rwy 6L**, trees beginning 191' from DER, 207' left of centerline, up to 100' AGL/139' MSL. Trees beginning 27' from DER, 292' right of centerline, up to 100' AGL/149' MSL. **Rwy 15L**, trees beginning 201' from DER, 84' left of centerline, up to 100' AGL/129' MSL. Trees 249' from DER, 171' right of centerline, 100' AGL/139' MSL. **Rwy 24R**, trees beginning 80' from DER, 48' left of centerline, up to 100' AGL/159' MSL. Trees beginning 145' from DER, 317' right of centerline, up to 100' AGL/159' MSL. **Rwy 33R**, trees beginning 104' from DER, 101' left of centerline, up to 100' AGL/179' MSL. Trees beginning 68' from DER, 32' right of centerline, up to 100' AGL/159' MSL.

## GADSDEN, AL

NORTHEAST ALABAMA RGNL (GAD)  
AMDT 3 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, std. w/ min climb of 340' per NM to 1700 or 1300-2½ for climb in visual conditions. **Rwy 36**, std. w/ min. climb of 290' per NM to 2200 or 1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 6**, climb heading 061° to 1300 before proceeding on course. **Rwy 18**, for climb in visual conditions cross Northeast Alabama Rgnl Airport at or above 1700 before proceeding on course. **Rwy 24**, climb heading 241° to 2000 before proceeding on course. **Rwy 36**, climb heading 360° to 2200 before proceeding on course or for climb in visual conditions cross Northeast Alabama Rgnl Airport at or above 1700 before proceeding on course.

NOTE: **Rwy 6**, trees beginning 260' from departure end of runway, 286' right of centerline, up to 68' AGL/607' MSL. Trees beginning 899' from departure end of runway, 124' left of centerline, up to 100' AGL/639' MSL. **Rwy 18**, trees beginning 362' from departure end of runway, 15' left of centerline, up to 100' AGL/664' MSL. Trees beginning 1471' from departure end of runway, 220' right of centerline, up to 100' AGL/679' MSL. **Rwy 24**, trees beginning 1437' from departure end of runway, 820' left of centerline, up to 100' AGL/659' MSL. Trees beginning 2020' from departure end of runway, 897' right of centerline, up to 100' AGL/659' MSL. **Rwy 36**, trees beginning 102' from departure end of runway, 261' right of centerline, up to 100' AGL/659' MSL. Trees beginning 303' from departure end of runway, 70' left of centerline, up to 100' AGL/639' MSL. Tower 6045' from departure end of runway, 1155' right of centerline, 160' AGL/705' MSL.

## GAINESVILLE, GA

LEE GILMER MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 5**, 300-1¼ or std. w/ min. climb of 311' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 055° to 2100 before proceeding on course. **Rwy 11**, climb heading 110° to 1900 before turning north. **Rwy 23**, climb heading 224° to 2700 before turning south.

NOTE: **Rwy 5**, multiple trees beginning 662' from departure end of runway, 78' right of centerline, up to 93' AGL/1330' MSL. Multiple trees and pole beginning 301' from departure end of runway, on centerline, up to 137' AGL/1361' MSL. Chimney 2298' from departure end of runway, 618' left of centerline, 131' AGL/1349' MSL. Building 73' from departure end of runway, 356' right of centerline, 18' AGL/1252' MSL. Tower 6415' from departure end of runway, 404' left of centerline, 206' AGL/1426' MSL. Tower 6538' from departure end of runway, 486' left of centerline, 214' AGL/1428' MSL. **Rwy 11**, trees 770' from departure end of runway, on centerline, 60' AGL/1317' MSL. **Rwy 23**, multiple trees beginning 443' from departure end of runway, 220' right of centerline, up to 98' AGL/1319' MSL. Trees 415' from departure end of runway, 304' left of centerline, 86' AGL/1291' MSL. **Rwy 29**, trees 1256' from departure end of runway, on centerline, 52' AGL/1306' MSL.

## GREENSBORO, GA

GREENE COUNTY RGNL (3J7)  
AMDT 3 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25**, 400-2.

NOTE: **Rwy 7**, trees beginning 438' from DER, 8' right of centerline, up to 100' AGL/759' MSL. Vehicle on roadway 485' from DER, 603' left of centerline, 15' AGL/714' MSL. Train on tracks 623' from DER, 661' left of centerline, 23' AGL/722' MSL. Trees beginning 624' from DER, 36' left of centerline, up to 100' AGL/779' MSL. **Rwy 25**, vehicle on road, 7' from DER, 318' right of centerline, 15' AGL/695' MSL. Trees 2555' from DER, 208' right of centerline, up to 100' AGL/779' MSL. Vehicle on roadway, 86' from DER, 190' left of centerline, 15' AGL/690' MSL. Trees 96' from DER, 76' left of centerline, up to 100' AGL/799' MSL. Water tower 2396' from DER, 1070' left of centerline, 199' AGL/870' MSL.

## GREENVILLE, AL

MAC CRENSHAW MEMORIAL

DEPARTURE PROCEDURE: **Rwy 14**, climb via heading 142° to 900 before proceeding on course. **Rwy 32**, climb via heading 322° to 900 before proceeding on course.

NOTE: **Rwy 14**, tower 2934' from departure end of runway, 565' right of centerline, 104' AGL/528' MSL, tree 1400' from departure end of runway, on centerline, 60' AGL/485' MSL.

## GRIFFIN, GA

GRIFFIN-SPALDING COUNTY

DEPARTURE PROCEDURE: **Rwy 32**, climb runway heading to 1200 before turning left.

## GULF SHORES, AL

JACK EDWARDS

NOTE: **Rwy 17**, multiple trees beginning 1300' from departure end of runway, on centerline, up to 55' AGL/67' MSL. **Rwy 27**, multiple trees beginning 837' from departure end of runway, 66' left of centerline, up to 99' AGL/103' MSL. Multiple trees beginning 829' from departure end of runway, 175' right of centerline, up to 99' AGL/103' MSL. Multiple light poles beginning 1243' from departure end of runway, 14' right of centerline, up to 46' AGL/50' MSL. Light pole beginning 1403' from departure end of runway, 137' left of centerline, up to 47' AGL/51' MSL. **Rwy 35**, multiple trees beginning 1650' from departure end of runway, on centerline, up to 50' AGL/67' MSL.

## GUNTERSVILLE, AL

### GUNTERSVILLE MUNI-JOE STARNES FIELD

TAKE-OFF MINIMUMS: **Rwy 3**, std. w/ min. climb of 334' per NM to 2500 or 1100-2% for climb in visual conditions. **Rwy 21**, std. w/ min. climb of 496' per NM to 2500, or 300-1% w/ min. climb of 274' per NM to 1600, or 1100-2% for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 027° to 2500 before proceeding on course or for climb in visual conditions cross Guntersville Muni-Joe Starnes Field Airport at or above 1600 before proceeding on course. **Rwy 21**, climb heading 207° to 2500 before proceeding on course or for climb in visual conditions cross Guntersville Muni-Joe Starnes Field Airport at or above 1600 before proceeding on course.

NOTE: **Rwy 3**, multiple trees beginning 2299' from departure end of runway, 27' left of centerline, up to 100' AGL/1399' MSL. Tower 1.6 NM from departure end of runway, 2465' left of centerline, 208' AGL/851' MSL. **Rwy 21**, multiple trees beginning 151' from departure end of runway, 362' left of centerline, up to 100' AGL/759' MSL. Multiple trees beginning 3613' from departure end of runway, 152' right of centerline, up to 100' AGL/859' MSL.

## HALEYVILLE, AL

### POSEY FIELD (1M4)

#### ORIG-A 10182 (FAA)

NOTE: **Rwy 18**, trees beginning 2372' from DER, 1009' left of centerline, up to 78' AGL/1052' MSL. Trees beginning 78' from DER, 257' right of centerline, up to 82' AGL/1021' MSL. **Rwy 36**, trees beginning 7' from DER, 276' left of centerline, up to 75' AGL/1005' MSL. Trees beginning 383' from DER, 277' right of centerline, up to 73' AGL/1003' MSL. Fence 204' from DER, 202' right of centerline, 6' AGL/936' MSL.

## HAMILTON, AL

### MARION COUNTY-RANKIN FITE

TAKE-OFF MINIMUMS: **Rwy 18**, 400-1. **Rwy 36**, 500-1. DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 1500 before making turn.

## HAMPTON, GA

### CLAYTON COUNTY-TARA FIELD

NOTE: **Rwy 6**, trees beginning 1357' from departure end of runway, 368' left of centerline, up to 70' AGL/969' MSL. Road 1276' from departure end of runway, 136' left of centerline, 15' AGL/914' MSL. **Rwy 24**, trees beginning 452' from departure end of runway, 2' left of centerline, up to 70' AGL/909' MSL.

## HANCHEY AHP (KHEY)

### FORT RUCKER, AL. . . . . ORIG, 08325

**Rwy 17, 35** standard.

All Helipads NA - ATC.

DEPARTURE PROCEDURE: **Rwy 17**: Climb hdg 182° to 800 before proceeding on course. **Rwy 35**: Climb hdg 002° to 800 before proceeding on course.

## HARTSELLE, AL

### HARTSELLE-MORGAN COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 36**, 500-2% or std. with a min. climb of 260' per NM to 1200.

NOTE: **Rwy 18**, trees abeam departure end of runway, 300' left of centerline, up to 100' AGL/739' MSL. Multiple buildings 150' from departure end of runway, 432' left of centerline, up to 40' AGL/679' MSL. Multiple trees 265' from departure end of runway, 133' right of centerline, up to 100' AGL/699' MSL. **Rwy 36**, trees 3089' from departure end of runway, 426' left of centerline, 100' AGL/779' MSL. Trees 1139' from departure end of runway, 98' right of centerline, 45' AGL/673' MSL. Tower 1.85 NM from departure end of runway, 2953' left of centerline, 249' AGL/928' MSL. Multiple buildings beginning 755' from departure end of runway, 775' right of centerline, up to 40' AGL/689' MSL. Tower 2.15 NM from departure end of runway, 295' left of centerline, 303' AGL/990' MSL.

## HAZLEHURST, GA

### HAZLEHURST (AZE)

#### ORIG 08157 (FAA)

NOTE: **Rwy 14**, trees beginning 813' from departure end of runway, 328' left of centerline, up to 100' AGL/369' MSL. **Rwy 32**, trees beginning 46' from departure end of runway, 200' left of centerline, up to 100' AGL/299' MSL. Trees 1356' from departure end of runway 574' right of centerline, up to 100' AGL/309' MSL.

## HEADLAND, AL

### HEADLAND MUNI

NOTE: **Rwy 9**, trees 275' from departure end of runway, 90' left of centerline, 15' AGL/369' MSL. **Rwy 27**, road and vehicle 625' from departure end of runway, 500' right of centerline, 17' AGL/376' MSL.

## HOMERVILLE, GA

### HOMERVILLE (HOE)

#### ORIG 10210 (FAA)

DEPARTURE PROCEDURE: **Rwy 14**, climb heading 138° to 700 before proceeding on course. NOTE: **Rwy 14**, vehicle on road 56' from DER, 443' right of centerline, up to 15' AGL/200' MSL. Vehicle on road 161' from DER, 532' left of centerline, up to 15' AGL/197' MSL. Trees beginning 114' from DER, 492' right of centerline, up to 100' AGL/279' MSL. Trees beginning 2023' from DER, 183' left of centerline, up to 93' AGL/268' MSL. Tower 2807' from DER, 446' left of centerline, 111' AGL/287' MSL. **Rwy 32**, vehicle on road 270' from DER, 562' right of centerline, up to 15' AGL/200' MSL. Trees beginning 322' from DER, 323' right of centerline, up to 100' AGL/289' MSL. Trees beginning 129' from DER, 395' left of centerline, up to 100' AGL/299' MSL.

## HUNTER AAF (KSVN) AMDT 2 03191

### SAVANNAH, GA

. . . . . **Rwy 28**, 300-1\*

\* Or standard with minimum climb of 340/NM to 400.

**Rwy 28**, climbing left turn hdg 230° to 1700 before proceeding on course.

## HUNTSVILLE, AL

### HUNTSVILLE INTL-CARL T. JONES FIELD

DEPARTURE PROCEDURE: **Rwys 36L/R**, climb runway heading to 800 before turning.

**HUNTSVILLE, AL (CON'T)**

MADISON COUNTY EXECUTIVE/TOM SHARP  
JR. FIELD

TAKE-OFF MINIMUMS: **Rwy 36**, 200-1½ or std. with a min. climb of 260' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 18**, climbing left turn heading 360° to 1500 before turning on course. **Rwy 36**, climb runway heading to 1500 before turning on course.

NOTE: **Rwy 36**, tree line 6250' from departure end of runway, on centerline, 75' AGL/934' MSL.

**JACKSON, AL**

JACKSON MUNI (4R3)  
ORIG 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, std. w/ min. climb of 252' per NM to 1000 or 1100-2½ for climb in visual conditions. **Rwy 19**, 300-1¼ ceiling and visibility to allow see and avoid operation in lieu of required climb gradient for standard minima.

DEPARTURE PROCEDURE: **Rwy 1**, for climb in visual conditions: cross Jackson Muni airport at or above 1000 MSL before proceeding on course.

NOTE: **Rwy 1**, trees beginning at DER, 400' left/right of centerline, up to 100' AGL/134' MSL. **Rwy 19**, trees beginning at DER, 400' left/right of centerline, up to 100' AGL/279' MSL.

**JASPER, AL**

WALKER COUNTY-BEVILL FIELD

DEPARTURE PROCEDURE: **Rwys 9, 27**, climb runway heading to 1000 before turning south.

**JASPER, GA**

PICKENS COUNTY

TAKE-OFF MINIMUMS: **Rwy 34**, 300-1 or std. w/ min. climb of 255' per NM to 1800, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to departure end.

DEPARTURE PROCEDURE: **Rwy 16**, climb heading 163° to 3000 before turning. **Rwy 34**, climb heading 343° to 3100 before turning.

NOTE: **Rwy 16**, numerous trees beginning 44' from departure end of runway, 338' left of centerline, up to 65' AGL/1565' MSL. Trees 127' from departure end of runway, 398' right of centerline, up to 61' AGL/1581' MSL. **Rwy 34**, pole and numerous trees beginning 141' from departure end of runway, 25' right of centerline, up to 112' AGL/1611' MSL. Numerous trees beginning 394' from departure end of runway, 37' left of centerline, up to 79' AGL/1654' MSL.

**JEFFERSON, GA**

JACKSON COUNTY (19A)  
AMDT 2 09295 (FAA)

DEPARTURE PROCEDURE: **Rwy 17**, climb heading 168° to 2500 before turning. **Rwy 35**, climb heading 348° to 2500 before turning.

NOTE: **Rwy 17**, scrub and trees beginning 61' from DER, 67' right of centerline up to 117' AGL/997' MSL. Pylons and trees beginning 190' from DER, 167' left of centerline, up to 99' AGL/999' MSL. **Rwy 35**, trees beginning 0' from DER, 171' right and 297' left of centerline up to 100' AGL/1019' MSL.

**JEKYLL ISLAND, GA**

JEKYLL ISLAND (09J)  
ORIG 08045 (FAA)

NOTE: **Rwy 18**, Vehicle on road beginning 9' from departure end of runway, 411' left of centerline, up to 15' AGL/42' MSL. Trees 200' from departure end of runway, 159' left of centerline, 50' AGL/61' MSL.

**JESUP, GA**

JESUP-WAYNE COUNTY (JES)  
ORIG 09295 (FAA)

NOTE: **Rwy 11**, trees beginning 52' from DER, 497' left of centerline, up to 100' AGL/154' MSL. Trees beginning 312' from DER, 294' right of centerline, up to 100' AGL/154' MSL. **Rwy 29**, trees beginning 1811' from DER, 181' left of centerline, up to 100' AGL/188' MSL. Trees beginning 24' from DER, 98' right of centerline, up to 100' AGL/190' MSL.

**LAFAYETTE, GA**

BARWICK LAFAYETTE (9A5)  
AMDT 1 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 20**, 500-3 or std. w/ min. climb of 465' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 022° to 2200 before proceeding on course. **Rwy 20**, climb heading 202° to 2300 before proceeding on course.

NOTE: **Rwy 2**, train on track 39' from departure end of runway, 241' left of centerline, 23' AGL/809' MSL. Building 418' from departure end of runway, 191' left of centerline, 40' AGL/849' MSL. Trees beginning 4420' from departure end of runway, 1171' left of centerline, up to 100' AGL/919' MSL. Trees beginning 5609' from departure end of runway, 372' right of centerline, up to 100' AGL/919' MSL. **Rwy 20**, train on track 46' from departure end of runway, 323' right of centerline, 23' AGL/809' MSL. Buildings beginning 1602' from departure end of runway, 907' right of centerline, up to 25' AGL/825' MSL. Vehicle on road 1021' from departure end of runway, 104' left of centerline, 15' AGL/802' MSL. Train on track 762' from departure end of runway, on centerline, 23' AGL/803' MSL.

**LAGRANGE, GA**

LAGRANGE-CALLAWAY

TAKE-OFF MINIMUMS: **Rwys 13, 31**, 300-1.

**LANETT, AL**

LANETT MUNI

TAKE-OFF MINIMUMS: **Rwy 8**, 300-1 or std. with a min. climb of 500' per NM to 900.

**LAWRENCEVILLE, GA**

WINNETT COUNTY-BRISCOE FIELD

TAKE-OFF MINIMUMS: **Rwy 25**, 300-1 or std. with a min. climb of 380' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 7**, climb runway heading to 1400 before turning left.







## TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES



10210

## LAWSON AAF, (KLSF)

FORT BENNING (COLUMBUS), GA . . . . 07158

Rwy 15, Standard

Rwy 33, 400-2\*

\*Or standard with minimum climb of 300/NM to 1000. **Rwy 15**, climb via heading 150° to 2000 before turning left.

**Rwy 33**, Climb via heading 330° to 1000 before turning right.

## TAKE-OFF OBSTACLES:

NOTE: **Rwy 15**, trees 1800 feet from DER, 162 feet left of centerline, 54 feet AGL/280 feet MSL.

NOTE: **Rwy 33**, tree 1.86 NM from DER, 3462 feet left of centerline, 100 feet AGL/569 feet MSL.

## LOWE AHP (KLOR)

FORT RUCKER, AL. . . . . ORIG, 09211

Helipad 6L, 24R, 18R, ECHO, BRAVO standard.

All other helipads NA.

DEPARTURE PROCEDURE: **Helipad 6L**: Climb hdg 063° to 700 before proceeding on course. **Helipad 24R**:

Climb hdg 243° to 700 before proceeding on course.

Helipad 18R: Hover at 274' MSL/30' AGL, then climb hdg 183° to 700 before proceeding on course. **Helipad**

**ECHO**: Climb hdg 125° to 700 before proceeding on course. **Helipad BRAVO**: Hover at 318' MSL/35' AGL,

then climb hdg 183° to 700 before proceeding on course.

## MACON, GA

MACON DOWNTOWN

TAKE-OFF MINIMUMS: **Rwy 15**, 500-1 or std. with a min. climb of 470' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 10**, climb runway heading to 1100 before turning north. **Rwy 15**, climb runway heading to 1400 before turning south.

## MIDDLE GEORGIA RGNL (MCN)

AMDT 3 10070 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, std. w/ min. climb of 210' per NM to 1500, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5**, for climb in visual conditions cross Middle Georgia Rgnl airport at or above 1200 before proceeding on course.

NOTE: **Rwy 5**, trees and poles beginning 40' from DER, 59' left of centerline, up to 86' AGL/436' MSL. Trees, towers, and aircraft equipment beginning 112' from DER, 8' right of centerline, up to 82' AGL/432' MSL.

**Rwy 13**, trees beginning 280' from DER, 279' left of centerline, up to 89' AGL/429' MSL. Trees beginning 2153' from DER, 136' right of centerline, up to 81' AGL/411' MSL. **Rwy 23**, trees beginning 69' from DER, left and right of centerline, up to 113' AGL/383' MSL.

**Rwy 31**, trees beginning 636' from DER, 209' right of centerline, up to 98' AGL/398' MSL. Trees beginning 925' from DER, 54' left of centerline, up to 90' AGL/440' MSL.

## MAXWELL AFB (KMXF)

MONTGOMERY, AL . . . . . AMDT 3, 09183

Rwy 15, 200-1¼

With minimum climb of 280 ft/NM to 1400.\*

\* Or standard with minimum climb of 330 ft/NM to 1400.

TAKE-OFF OBSTACLES: **Rwy 15**: Tree Canopy 1943' from DER, 682' right of centerline, 67' AGL/233' MSL. Tree Canopy 2121' from DER, 1062' left of centerline, 76' AGL/236' MSL. Pylon 4607' from DER, 2118' left of centerline, 39' AGL/225' MSL. Pylon 4588' from DER, 1798' left of centerline, 79' AGL/264' MSL.

## MC REA, GA

TELFAIR-WHEELER (MQW)

AMDT 1 10210 (FAA)

DEPARTURE PROCEDURE: **Rwy 21**, climb via heading 206° to 700 before proceeding on course.

NOTE: **Rwy 3**, trees beginning 1260' from DER, 207' left of centerline, up to 100' AGL/303' MSL. Vehicle on roadway 2735' from DER, 720' right of centerline, 15' AGL/264' MSL. **Rwy 21**, vehicles on roadway beginning abeam DER, 301' left of centerline, up to 15' AGL/224' MSL. Trees beginning 79' from DER, 457' left of centerline, up to 100' AGL/266' MSL. Silo 1665' from DER, 927' left of centerline, 100' AGL/307' MSL. Vehicles on roadway beginning 125' from DER, 523' right of centerline, up to 15' AGL/234' MSL. Trees beginning 543' from DER, 397' right of centerline, up to 100' AGL/276' MSL.

## METTER, GA

METTER MUNI (MHP)

ORIG 08157 (FAA)

NOTE: **Rwy 10**, vehicles on interstate, abeam departure end of runway, 315' left of centerline, up to 17' AGL/216' MSL. Trees beginning 1506' from departure end of runway, 866' left of centerline, up to 100' AGL/289' MSL. Trees beginning 2349' from departure end of runway, 613' right of centerline, up to 100' AGL/289' MSL. **Rwy 28**, trees beginning abeam departure end of runway, left and right of centerline, up to 100' AGL/289' MSL. Vehicles on interstate, abeam departure end of runway, 295' right of centerline, up to 17' AGL/196' MSL.

## MILLEDGEVILLE, GA

BALDWIN COUNTY (MLJ)

AMDT 1 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 28**, 300-1 or std. w/ min. climb of 330' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 10**, climb heading 096° to 1000 before turning. **Rwy 28**, climb heading 276° to 1400 before turning right.

NOTE: **Rwy 10**, trees beginning 67' from DER, 87' right of centerline, up to 100' AGL/449' MSL. Utility poles beginning 196' from DER, 268' right of centerline, up to 30' AGL/372' MSL. Trees beginning 62' from DER, 298' left of centerline, up to 100' AGL/445' MSL. Utility poles beginning 135' from DER, 381' left of centerline, up to 30' AGL/380' MSL. Multiple structures beginning 242' from DER, 523' left of centerline up to 19' AGL/369' MSL. **Rwy 28**, trees beginning 12' from DER, 64' right of centerline, up to 100' AGL/500' MSL. Terrain 729' from DER, 495' right of centerline, 437' MSL. Trees beginning 515' from DER, 59' left of centerline, up to 100' AGL/534' MSL.

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## TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES



## MILLEN, GA

### MILLEN

NOTE: **Rwy 17**, trees 1600' from departure end of runway, on centerline, 92' AGL/315' MSL. **Rwy 35**, trees 250' from departure end of runway, 50' right of centerline, 70' AGL/308' MSL.

## MOBILE, AL

### MOBILE DOWNTOWN (BFM)

#### AMDT 1 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14**, 400-2¼ or std. w/min. climb of 244' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 36**, climb heading 001° to 900 before turning right.

NOTE: **Rwy 18**, trees beginning 1453' from DER, 54' right of centerline, up to 100' AGL/129' MSL. Trees beginning 2646' from DER, 120' left of centerline, up to 73' AGL/102' MSL. **Rwy 32**, sign 2780' from DER, 1041' left of centerline, 109' AGL/119' MSL, trees beginning 847' from DER, 35' right of centerline, up to 100' AGL/109' MSL, trees beginning 1089' from DER, 19' left of centerline, up to 100' AGL/107' MSL. **Rwy 36**, poles beginning 1231' from DER, 319' right of centerline, up to 49' AGL/69' MSL, trees beginning 467' from DER, 325' right of centerline, up to 55' AGL/84' MSL.

### MOBILE RGNL (MOB)

#### AMDT 1 08101 (FAA)

NOTE: **Rwy 14**, tree 1758' from departure end of runway, 886' right of centerline, 79' AGL/270' MSL. Tree 1987' from departure end of runway, 856' left of centerline, 73' AGL/277' MSL. Tree 2102' from departure end of runway, 861' right of centerline, 78' AGL/269' MSL. Tree 2131' from departure end of runway, left of centerline, 76' AGL/280' MSL. **Rwy 18**, multiple trees beginning 1597' from departure end of runway, 15' left of centerline, up to 69' AGL/273' MSL. Multiple trees beginning 1671' from departure end of runway, 207' right of centerline, up to 87' AGL/278' MSL. **Rwy 36**, multiple trees beginning 1083' from departure end of runway, 210' right of centerline, up to 84' AGL/301' MSL. Multiple trees beginning 532' from departure end of runway, 43' left of centerline, up to 73' AGL/287' MSL.

## MONROE, GA

### MONROE-WALTON COUNTY (D73)

#### AMDT 1 08101 (FAA)

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 035° to 1700 before proceeding on course.

NOTE: **Rwy 3**, trees beginning 587' from departure end of runway, 469' left of centerline, up to 100' AGL/939' MSL. Trees beginning 1003' from departure end of runway, 104' right of centerline, up to 100' AGL/929' MSL. **Rwy 21**, trees beginning 878' from departure end of runway, 388' left of centerline, up to 100' AGL/989' MSL. Trees beginning 988' from departure end of runway, 694' right of centerline, up to 100' AGL/999' MSL.

## MONROEVILLE, AL

### MONROE COUNTY (MVC)

#### ORIG 07354 (FAA)

NOTE: Trees beginning 1085' from departure end of runway, 274' left of centerline, up to 100' AGL/529' MSL. Trees beginning 488' from departure end of runway, 291' right of centerline, up to 100' AGL/529' MSL. **Rwy 21**, vehicle on road 750' from departure end of runway, 661' right of centerline, 15' AGL/434' MSL. Trees abeam departure end of runway, 376' right of centerline, up to 56' AGL/475' MSL. Trees beginning 219' from departure end of runway, 224' left of centerline, up to 56' AGL/474' MSL.

## MONTEZUMA, GA

### DR. C. P. SAVAGE SR.

TAKE-OFF MINIMUMS: **Rwy 36**, 300-1.

NOTE: **Rwy 18**, power line 1050' from departure end of runway, on centerline, 38' AGL/376' MSL. **Rwy 36**, trees 1212' from departure end of runway, 400' right of centerline, 92' AGL/428' MSL. Tower 3284' from departure end of runway, 1325' right of centerline, 201' AGL/600' MSL.

## MONTGOMERY, AL

### MONTGOMERY RGNL

#### (DANNELLY FIELD)

TAKE-OFF MINIMUMS: **Rwy 21**, 400-1 or std. with a min. climb of 350' per NM to 400.

## MOODY AFB (KVAD)

VALDOSTA, GA. . . . . AMDT 1, 08129

DEPARTURE PROCEDURE: **Rwy 36L**, Cross DER at or above 3' AGL/233' MSL. **Rwy 36R**, Cross DER at or above 1' AGL/234' MSL.

TAKE-OFF OBSTACLES: **Rwy 18R**, Aircraft on Twy A, 72' from DER, 465' left of centerline, 38' AGL/253' MSL. **Rwy 36L**, Tree 6121' from DER, 541' right of centerline, 120' AGL/386' MSL. Aircraft on Twy L, 283' from DER, 451' left of centerline, 38' AGL/269' MSL. **Rwy 36R**, Tree 6103' from DER, 147' left of centerline, 120' AGL/386' MSL.

## MOULTRIE, GA

### MOULTRIE MUNI

TAKE-OFF MINIMUMS: **Rwy 34**, 300-1, or std. with a min. climb of 370' per NM to 500.



**MUSCLE SHOALS, AL**

NORTHWEST ALABAMA RGNL (MSL)

ORIG 10014 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, climb heading 181° to 1400 before turning right.

NOTE: **Rwy 11**, train 1436' from DER, 697' left of centerline, 23' AGL/662' MSL. Tree 2285' from DER, 1090' left of centerline, 100' AGL/659' MSL. **Rwy 18**, trees beginning 43' from DER, 326' right of centerline, up to 100' AGL/600' MSL. Rising terrain beginning 279' from DER, 167' right of centerline, up to 575' MSL. Tree 92' from DER, 306' left of centerline, 100' AGL/568' MSL. Rising terrain beginning 262' from DER, 69' left of centerline, up to 555' MSL. **Rwy 29**, trees beginning 2728' from DER, 322' right of centerline, up to 100' AGL/627' MSL. Trees beginning 938' from DER, 184' left of centerline, up to 100' AGL/627' MSL. **Rwy 36**, trees beginning 250' from DER, 43' right of centerline, up to 100' AGL/584' MSL. Trees beginning 695' from DER, 128' left of centerline, up to 100' AGL/639' MSL. Pole 582' from DER, 319' left of centerline, 35' AGL/574' MSL.

**OZARK, AL**

BLACKWELL FIELD

TAKE-OFF MINIMUMS: **Rwy 30**, 500-1DEPARTURE PROCEDURE: **Rwy 30**, climb on runway heading to 1000 before turning northbound.**PELL CITY, AL**

ST CLAIR COUNTY (PLR)

AMDT 2 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21**, 300-1 or std. w/ min. climb of 312' per NM to 800.DEPARTURE PROCEDURE: **Rwy 21**, climb heading 205° to 1000 before turning east.

NOTE: **Rwy 3**, multiple trees and beginning 60' from DER, 311' left of centerline, up to 100' AGL/567' MSL. Multiple trees beginning 221' from DER, 34' right of centerline, up to 100' AGL/572' MSL. Windsock 221' from DER, 549' right of centerline, 9' AGL/505' MSL. **Rwy 21**, multiple trees beginning 328' from DER, 260' left of centerline, up to 100' AGL/679' MSL. Multiple trees beginning 498' from DER, 193' right of centerline, up to 100' AGL/592' MSL. Multiple poles beginning 230' from DER, 473' left of centerline, up to 25' AGL/544' MSL. Vehicle on road 103' from DER, left to right of centerline, up to 15' AGL/502' MSL. Building 1029' from DER, 516' left of centerline, 13' AGL/532' MSL.

**PERRY, GA**

PERRY-HOUSTON COUNTY (PXE)

ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, std. w/ min. climb of 230' per NM to 1200 or 900-2½ for climb in visual conditions.DEPARTURE PROCEDURE: **Rwy 36**, for climb in visual conditions: cross Perry-Houston County Airport at or above 1200 MSL before proceeding on course.

NOTE: **Rwy 18**, vehicles on roadway beginning 30' from departure end of runway, 389' right of centerline, up to 15' AGL/414' MSL. Trees and pylons beginning 133' from departure end of runway, 317' right of centerline, up to 72' AGL/461' MSL. Trees beginning 1127' from departure end of runway, 152' left of centerline, up to 100' AGL/519' MSL. **Rwy 36**, trees left and right of centerline beginning 2806' from departure end of runway, up to 100' AGL/529' MSL.

**PINE MOUNTAIN, GA**

HARRIS COUNTY

TAKE-OFF MINIMUMS: **Rwy 9**, 600-1.DEPARTURE PROCEDURE: **Rwy 9**, left turn, climb to 2500 on 360° heading before proceeding on course.**PLAINS, GA**

PETERSON FIELD (7A9)

ORIG 09267 (FAA)

NOTE: **Rwy 18**, trees beginning 80' from DER, left and right of centerline, up to 100' AGL/629' MSL. Road and vehicle 47' from DER, 14' left of centerline, up to 15' AGL/539' MSL. **Rwy 36**, trees beginning 49' from DER, 136' right of centerline, up to 100' AGL/639' MSL. Trees beginning 1670' from DER, 535' left of centerline, up to 100' AGL/619' MSL.

**PRATTVILLE, AL**

PRATTVILLE-GROUBY FIELD

TAKE-OFF MINIMUMS: **Rwy 27**, 400-1 or std. with a min. climb of 600' per NM to 1000.DEPARTURE PROCEDURE: **Rwys 9, 27**, climb runway heading to 1000 before turning.**REDSTONE AAF (KHUA)**

REDSTONE ARSENAL, AL . . . . . 09043

**Rwy 17**, 500-3\***Rwy 35\*\***

\* Or standard with minimum climb rate of 240/NM to 1500.

\*\* Standard with a minimum climb rate of 240/NM to 1500.

DEPARTURE PROCEDURE: **Rwy 17**, climb rwy hdg to 1700 before proceeding on course. **Rwy 35**, climb rwy hdg to 1900 before proceeding on course. Cross DER at or above 22'.TAKE-OFF OBSTACLES: **Rwy 17**: Multiple buildings beginning 2.4 NM from DER, 3805' left of centerline, up to 482' AGL/1092' MSL.**REFORM, AL**

NORTH PICKINS

TAKE-OFF MINIMUMS: **Rwy 19**, 500-1 or std. with a min. climb of 420' per NM to 800.NOTE: **Rwy 19**, tower 1.23 miles south of approach end of runway 1, 450' AGL/690' MSL.**REIDSVILLE, GA**

SWINTON SMITH FLD AT REIDSVILLE MUNI

DEPARTURE PROCEDURE: **Rwy 11**, climb on runway heading to 700 before turning left.



## ROME, GA

RICHARD B. RUSSELL

TAKE-OFF MINIMUMS: **Rwy 1**, standard with minimum climb of 365' per NM to 2100, or 1500 - 2½ for climb in visual conditions. **Rwy 25**, standard with minimum climb of 430' per NM to 1900, or 1500 - 2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 1, 25**, for climb in visual conditions cross Richard B. Russell airport at or above 2,000 MSL before proceeding on course. **Rwy 7**, climb heading 072° to 1400 before proceeding on course. **Rwy 19**, climb heading 187° to 1400 before proceeding on course.

NOTE: **Rwy 1**, tree 1,557' from departure end of runway, 490' left of centerline, 42' AGL/671' MSL. Numerous trees beginning 4,577' from departure end of runway, 250' left of centerline, up to 93' AGL/762' MSL. Tree 3,650' from departure end of runway, 423' right of centerline, 78' AGL/727' MSL. **Rwy 7**, numerous trees beginning 103' from departure end of runway, 267' right of centerline, up to 70' AGL/689' MSL. Numerous trees beginning 38' from departure end of runway, 110' left of centerline, up to 72' AGL/609' MSL. Numerous trees beginning 929' from departure end of runway, 133' right of centerline, up to 76' AGL/685' MSL. Tree 2,145' from departure end of runway, 63' right of centerline, 78' AGL/687' MSL. Numerous trees beginning 1,716' from departure end of runway, 265' left of centerline, 92' AGL/691' MSL. **Rwy 19**, bush 91' from departure end of runway, 290' right of centerline, 3' AGL/642' MSL. Terrain 301' from departure end of runway, 342' right of centerline, 646' MSL. Tree 556' from departure end of runway, 602' right of centerline, 67' AGL/716' MSL. Tree 904' from departure end of runway, 134' left of centerline, 38' AGL/657' MSL. Tree 775' from departure end of runway, 501' left of centerline, 53' AGL/672' MSL. Tree 3,025' from departure end of runway, 57' right of centerline, 88' AGL/717' MSL. Tree 2,980' from departure end of runway, 70' left of centerline 86' AGL/715' MSL. Numerous trees beginning 2,867' from departure end of runway, 569' left of centerline, up to 94' AGL/723' MSL. **Rwy 25**, bush 300' from departure end of runway, 328' right of centerline, 10' AGL/659' MSL. Numerous trees beginning 622' from departure end of runway, 252' right of centerline, up to 76' AGL/725' MSL. Road 528' from departure end of runway, 9' left of centerline, 663' AGL. Numerous trees beginning 547' from departure end of runway, 164' left of centerline, up to 86' AGL/735' MSL. Tree 1,428' from departure end of runway, 27' left of centerline, 83' AGL/712' MSL. Tree 1,571' from departure end of runway, 35' right of centerline, 80' AGL/709' MSL. Tree 2,344' from departure end of runway, 243' right of centerline, 97' AGL/726' MSL.

## RUSSELLVILLE, AL

RUSSELLVILLE MUNI

TAKE-OFF MINIMUMS: **Rwy 20**, std. w/ a min. climb of 451' per NM to 1500, or 400-2 w/ a min. climb of 321' per NM to 1600, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 018° to 1400 before proceeding on course. **Rwy 20**, climb heading 198° to 1300 before proceeding on course, or for climb in visual conditions: cross Russellville Muni airport at or above 1600 before proceeding on course.

NOTE: **Rwy 2**, trees beginning 592' from departure end of runway, 200' right of centerline, up to 100' AGL/839' MSL. Trees beginning 3598' from departure end of runway, 283' left of centerline, up to 100' AGL/839' MSL. **Rwy 20**, trees beginning 1228' from departure end of runway, 51' left of centerline, up to 100' AGL/1159' MSL. Trees beginning 1993' from departure end of runway, 380' right of centerline, up to 100' AGL/1159' MSL.

## ST ELMO, AL

ST ELMO (2R5)

ORIG 08045 (FAA)

DEPARTURE PROCEDURE: **Rwy 6**, climb heading 059° to 800 before proceeding on course.

NOTE: **Rwy 6**, trees 1499' from departure end of runway, on centerline, 45' AGL/174' MSL. **Rwy 24**, tree 1730' from departure end of runway, 716' left of centerline, 100' AGL/229' MSL. Trees 1076' from departure end of runway, on centerline, 34' AGL/164' MSL.

## ST MARYS, GA

ST MARYS

TAKE-OFF MINIMUMS: **Rwy 13**, 300-1½ or std. with a min. climb of 341' per NM to 400. **Rwy 4**, NA-Restricted airspace.

DEPARTURE PROCEDURE: **Rwy 31**, climbing right turn via heading 320° to 2300 before proceeding northwestbound.

NOTE: **Rwy 13**, trees 761' from departure end of runway, 33' AGL/55' MSL. Stack 6235' from departure end of runway, 855' right of centerline, 275' AGL/287' MSL. **Rwy 22**, trees 578' from departure end of runway, 63' AGL/86' MSL. **Rwy 31**, trees 1399' from departure end of runway, 60' AGL/84' MSL.

## SANDERSVILLE, GA

KAOLIN FIELD

TAKE-OFF MINIMUMS: **Rwy 12**, 500-3 or std. with a min. climb of 280' per NM to 1100.

NOTE: **Rwy 12**, tower 2.21 NM from departure end of runway, 1.02 NM right of centerline, 405' AGL/875' MSL.

## SAVANNAH, GA

SAVANNAH/HILTON HEAD INTL (SAV)

AMD 6 09183 (FAA)

DEPARTURE PROCEDURE: **Rwy 1**, climb heading 006° to 600 before proceeding southwest. **Rwy 10**, climb heading 097° to 700 proceeding southwest. **Rwy 19**, climb heading 186° to 1300 before turning right. **Rwy 28**, climb heading 277° to 1600 before turning left.

NOTE: **Rwy 1**, fence and antennas beginning 94' from DER, 416' right of centerline, up to 17' AGL/63' MSL. **Rwy 10**, trees beginning 199' from DER, 521' right of centerline, up to 90' AGL/114' MSL. **Rwy 19**, trees beginning 1504' from DER, 782' left of centerline up to 64' AGL/78' MSL. Trees beginning 864' from DER, 665' right of centerline, up to 57' AGL/71' MSL. **Rwy 28**, pole 937' from DER, 650' left of centerline, 33' AGL/47' MSL. Trees 1297' from DER, 772' right of centerline, up to 77' AGL/91' MSL.



**SCOTTSBORO, AL**

SCOTTSBORO MUNI-WORD FIELD (4A6)  
ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, std. w/ min. climb of 290' per NM to 1800 or 1400-2½ for climb in visual conditions. **Rwy 22**, std. w/ min. climb of 400' per NM to 1800 or 1400-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 040° to 1800 before proceeding on course or for climb in visual conditions: cross Scottsboro Muni-Word Field at or above 1900 MSL before proceeding on course. **Rwy 22**, climb heading 220° to 1800 before proceeding on course or for climb in visual conditions: cross Scottsboro Muni-Word Field at or above 1900 MSL before proceeding on course.

NOTE: **Rwy 4**, trees beginning 0' from departure end of runway, 290' left of centerline, up to 100' AGL/749' MSL.

**Rwy 22**, trees beginning 0' from departure end of runway, 311' right of centerline, up to 100' AGL/779' MSL. Trees beginning 441' from departure end of runway, 319' left of centerline, up to 100' AGL/899' MSL.

**SELMA, AL**

CRAIG FIELD

NOTE: **Rwy 15**, trees beginning 2440' from departure end of runway, 231' right of centerline, up to 73' AGL/232' MSL. Trees beginning 1687' from departure end of runway, 568' left of centerline, up to 61' AGL/220' MSL.

**Rwy 33**, tree 1416' from departure end of runway, 607' right of centerline, 62' AGL/211' MSL. Trees beginning 885' from departure end of runway, 439' left of centerline, up to 68' AGL/207' MSL.

**SWAINSBORO, GA**

EMANUEL COUNTY (SBO)  
AMDT 1 07354 (FAA)

NOTE: **Rwy 13**, multiple poles and trees beginning 110' from departure end of runway, 53' left of centerline, up to 99' AGL/388' MSL. Multiple poles and trees beginning 861' from departure end of runway, 45' right of centerline, up to 75' AGL/394' MSL. **Rwy 31**, multiple trees beginning 3390' from departure end of runway, 29' left of centerline, up to 100' AGL/419' MSL. Multiple trees beginning 206' from departure end of runway, 210' right of centerline, up to 45' AGL/354' MSL.

**SYLACAUGA, AL**

MERKEL FIELD - SYLACAUGA MUNI

TAKE-OFF MINIMUMS: **Rwy 27**, 300-2.  
DEPARTURE PROCEDURE: **Rwy 27**, climb runway heading to 1500, then climb on course.

**SYLVANIA, GA**

PLANTATION AIRPARK (JYL)  
ORIG 09043 (FAA)

NOTE: **Rwy 5**, trees and bushes beginning 1651' from departure end of runway, 203' left of centerline, up to 100' AGL/259' MSL. Trees beginning 1' from departure end of runway, 115' right of centerline, up to 100' AGL/289' MSL. **Rwy 15**, trees beginning 617' from departure end of runway, 660' left of centerline, up to 100' AGL/279' MSL. Trees beginning 1022' from departure end of runway, 640' right of centerline, up to 100' AGL/269' MSL. **Rwy 23**, trees beginning 15' from departure end of runway, 314' left of centerline, up to 100' AGL/269' MSL. Trees beginning 23' from departure end of runway, 364' right of centerline, up to 100' AGL/279' MSL. Vehicle on road 225' from departure end of runway, 87' right of centerline, 15' AGL/198' MSL.

**Rwy 33**, trees beginning 1289' from departure end of runway, 461' left of centerline, up to 100' AGL/269' MSL. Trees beginning 107' from departure end of runway, 368' right of centerline, up to 100' MSL/279' MSL.

**TALLADEGA, AL**

TALLADEGA MUNI (ASN)  
AMDT 1 09071 (FAA)

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 035° to 2100 before proceeding on course. **Rwy 21**, climb heading 230° to 1900 before proceeding on course.

NOTE: **Rwy 3**, trees beginning 419' from DER, 49' right of centerline, up to 53' AGL/612' MSL. Poles beginning 934' from DER, 524' right of centerline, up to 29' AGL/568' MSL. Trees beginning 1247' from DER, 386' left of centerline, up to 65' AGL/604' MSL. Building 1350' from DER, 371' left of centerline, 26' AGL/565' MSL. Trees beginning 1841' from DER, 49' right of centerline, up to 68' AGL/607' MSL. Building 2980' from DER, 468' left of centerline, 44' AGL/603' MSL. **Rwy 21**, trees beginning 7' from DER, 289' left of centerline, up to 63' AGL/582' MSL. Trees beginning 14' from DER, beginning 286' right of centerline, up to 81' AGL/600' MSL. Vehicle on road 750' from DER, 692' right of centerline, 15' AGL/534' MSL. Pole 1244' from DER, 423' right of centerline, 31' AGL/550' MSL. Pole 1687' from DER, 701' right of centerline, 65' AGL/584' MSL. Trees beginning 1801' from DER, beginning 430' left of centerline, up to 63' AGL/582' MSL.

**THOMASTON, GA**

THOMASTON-UPSON COUNTY (OPN)  
AMDT 2 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 30**, std. w/ a min. climb of 268' per NM to 1800, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 30**, for climb in visual conditions: cross Thomaston-Upson County airport at or above 1700 before proceeding on course.

NOTE: **Rwy 30**, trees beginning 802' from DER, 444' right of centerline, up to 108' AGL/867' MSL. Power transmission lines 1625' from DER left to right of centerline 123' AGL/863' MSL. **Rwy 12**, trees beginning 2885' from DER, 510' left of centerline, up to 104' AGL/894' MSL.

**THOMASVILLE, GA**

THOMASVILLE RGNL

TAKE-OFF MINIMUMS: **Rwy 4**, trees beginning 928' from departure end of runway, 594' left of centerline, 64' AGL/284' MSL. Numerous trees beginning 2205' from departure end of runway, 769' right of centerline, up to 85' AGL/355' MSL. **Rwy 22**, terrain 96' from departure end of runway, 462' right of centerline, 244' MSL. Building 132' from departure end of runway, 497' from centerline, up to 17' AGL/253' MSL. **Rwy 32**, trees beginning 4364' from departure end of runway, 558' right of centerline, up to 100' AGL/379' MSL.

**THOMSON, GA**

THOMSON-MCDUFFIE COUNTY (HQU)

ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 28**, 200-1¼ or std. w/ min. climb of 240' per NM to 700, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway.

NOTE: **Rwy 10**, numerous trees beginning abeam departure end of runway, 31' left of centerline, up to 100' AGL/599' MSL. Building 934' from departure end of runway, 19' left of centerline, 50' AGL/549' MSL.

Numerous trees beginning 377' from departure end of runway, 94' right of centerline, up to 100' AGL/599' MSL. **Rwy 28**, tree 5,715' from departure end of runway, 553' left of centerline, 100' AGL/619' MSL. Numerous trees beginning 32' from departure end of runway, 216' right of centerline, up to 100' AGL/579' MSL. Numerous trees beginning 8' from departure end of runway, 53' left of centerline, up to 100' AGL/629' MSL.

**TIFTON, GA**

HENRY TIFT MYERS

TAKE-OFF MINIMUMS: **Rwy 33**, 400-2 or std. with a min. climb of 250' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 28**, climb runway heading to 1200 before turning northbound.

NOTE: **Rwy 10**, tree, 192' from departure end of runway, 276' right of centerline, 70' AGL/382' MSL. Tree, 872' from departure end of runway, 296' left of centerline, 70' AGL/390' MSL. **Rwy 21**, tank, 3200' from departure end of runway, 670' left of centerline, 173' AGL/523' MSL. **Rwy 33**, tree, 384' from departure end of runway, 526' right of centerline, 90' AGL/411' MSL. Tree, 391' from departure end of runway, 405' right of centerline, 85' AGL/403' MSL.

**TOCCOA, GA**

TOCCOA RG LETOURNEAU FIELD

TAKE-OFF MINIMUMS: **Rwy 2**, std. w/ min. climb of 430' per NM to 2600 or 1600-3 for climb in visual conditions.

**Rwy 27**, std. w/ min. climb of 478' per NM to 2500 or 1600-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 2, 27**, for climb in visual conditions: cross Toccoa RG Letourneau Field Airport at or above 2600 MSL before proceeding on course. **Rwy 9**, climb heading 093° to 2000 before turning on course. **Rwy 20**, climb heading 206° to 2200 before turning on course.

NOTE: **Rwy 2**, tree 142' from departure end of runway, 458' right of centerline, 57' AGL/1032' MSL, scattered trees 71' from departure end of runway, 271' right of centerline, 57' AGL/989' MSL. **Rwy 9**, terrain 99' from departure end of runway, 177' right of centerline, 975' MSL, terrain 108' from departure end of runway, 126' left of centerline, 955' MSL. **Rwy 20**, pylon 376' from departure end of runway, 520' left of centerline, 23' AGL/1008' MSL. Multiple trees 589' from departure end of runway, 196' right of centerline, up to 66' AGL/1120' MSL, multiple trees 553' from departure end of runway, 62' left of centerline, up to 89' AGL/1107' MSL. **Rwy 27**, WLET 1420 1.1 NM from departure end of runway, 1818' left of centerline, 354' AGL/1364' MSL.

**TROY, AL**

TROY MUNI

TAKE-OFF MINIMUMS: **Rwy 7, 14, 25, 32**, 300-2 or std. with a min. climb of 280' per NM to 3200.

DEPARTURE PROCEDURE: **Rwys 7, 14, 25**, climb runway heading to 1200 before turning on course.

**Rwy 32**, climbing right turn heading 360° to 2500 before turning on course.

NOTE: **Rwy 7**, numerous trees 728' left of departure end of runway 447' MSL. Hanger 517' right of departure end of runway 404' MSL. **Rwy 14**, numerous trees 400' left of departure end of runway 440' MSL and 515' right of departure end of runway 437' MSL. **Rwy 25**, numerous trees 541' left of departure end of runway 477' MSL and 624' left of departure end of runway 459' MSL. **Rwy 32**, numerous trees 325' left of departure end of runway 413' MSL and 692' left of departure end of runway 425' MSL.



## TUSCALOOSA, AL

TUSCALOOSA RGNL (TCL)

AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, 300-2 or std. w/ min. climb of 203' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1200' prior to departure end of runway. **Rwy 11**, 400-2½ or std. w/ a min climb of 217' per NM to 600, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway. **Rwy 29**, 300-2½ or std. w/ a min. climb of 207' per NM to 600, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1400' prior to departure end of runway.

NOTE: **Rwy 4**, trees beginning 1621' from departure end of runway, 702' left of centerline, up to 70' AGL/409' MSL. Trees beginning 1061' from departure end of runway, 117' right of centerline, up to 76' AGL/225' MSL. **Rwy 11**, trees beginning 576' from departure end of runway, 566' left of centerline, up to 58' AGL/197' MSL. Trees beginning 717' from departure end of runway, 480' right of centerline, up to 90' AGL/249' MSL, tower 2 NM from departure end of runway, 1178' left of centerline, 239' AGL/494' MSL. **Rwy 22**, trees beginning 423' from departure end of runway, 587' left of centerline, up to 63' AGL/203' MSL. Tree 1419' from departure end of runway, 506' right of centerline, 54' AGL/195' MSL. **Rwy 29**, light pole 684' from departure end of runway, 384' left of centerline 61' AGL/213' MSL. Trees beginning 839' from departure end of runway, 169' left of centerline up to 100' AGL/449' MSL. Trees beginning 381' from departure end of runway, 229' right of centerline, up to 89' AGL/258' MSL. Railroad 623' from departure end of runway, 157' right of centerline, 25' AGL/190' MSL. Vehicle on road 413' from departure end of runway, 136' right of centerline, 17' AGL/181' MSL.

## TUSKEGEE, AL

MOTON FIELD MUNI (06A)

ORIG 09099 (FAA)

NOTE: **Rwy 13**, trees beginning 5' from DER, 295' right of centerline, up to 100' AGL/389' MSL. Trees beginning 6' from DER, 304' left of centerline, up to 100' AGL/359' MSL. **Rwy 31**, trees beginning 12' from DER, 219' right of centerline, up to 100' AGL/359' MSL. Vehicle 464' from DER, 601' left of centerline, up to 15' AGL/284' MSL. Trees beginning 929' from DER, 568' left of centerline, up to 100' AGL/369' MSL.

## VALDOSTA, GA

VALDOSTA RGNL

TAKE-OFF MINIMUMS: **Rwy 31**, std. w/ min. climb of 220' per NM to 900 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 31**, for climb in visual conditions: cross Valdosta Rgnl Airport at or above 1000 MSL before proceeding on course.

NOTE: **Rwy 4**, multiple trees beginning 1295' from departure end of runway, 227' right of centerline, up to 78' AGL/267' MSL. Multiple trees beginning 1524' from departure end of runway, 92' left of centerline, up to 95' AGL/274' MSL. **Rwy 13**, tree 1803' from departure end of runway, 44' right of centerline, 78' AGL/267' MSL. Tree 1316' from departure end of runway, 199' left of centerline, 67' AGL/266' MSL. **Rwy 17**, multiple trees beginning 2020' from departure end of runway, 111' left of centerline, up to 65' AGL/274' MSL. **Rwy 22**, railroad and multiple trees beginning 75' from departure end of runway, 159' right of centerline, up to 60' AGL/259' MSL. Bush and multiple trees beginning 70' from departure end of runway, 77' left of centerline, up to 39' AGL/238' MSL. **Rwy 31**, multiple trees beginning 465' from departure end of runway, 277' right of centerline, up to 71' AGL/270' MSL. Multiple trees beginning 600' from departure end of runway, 2' left of centerline, up to 70' AGL/279' MSL. **Rwy 35**, multiple trees beginning 1654' from departure end of runway, 246' right of centerline, up to 75' AGL/254' MSL. Multiple trees beginning 1669' from departure end of runway, 134' left of centerline, up to 88' AGL/267' MSL.

## VERNON, AL

LAMAR COUNTY

TAKE-OFF MINIMUMS: **Rwy 34**, 500-1.

## VIDALIA, GA

VIDALIA RGNL (VDI)

AMDT 1 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31**, 300-1½ or std. w/ min. climb of 251' per NM to 500, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2200' prior to departure end of runway.

NOTE: **Rwy 6**, trees beginning 324' from departure end of runway, 573' left of centerline, up to 48' AGL/307' MSL.

**Rwy 13**, vehicles on roadway abeam departure end of runway, 350' right of centerline, 15' AGL/294' MSL. Trees beginning abeam departure end of runway, 400' right of centerline, up to 100' AGL/379' MSL. Trees beginning abeam departure end of runway, 350' left of centerline, up to 100' AGL/379' MSL. Trees beginning 847' from departure end of runway, on centerline, up to 100' AGL/369' MSL. **Rwy 24**, trees beginning 74' from departure end of runway, 520' left of centerline, up to 100' AGL/379' MSL. Trees beginning 8' from departure end of runway, 286' right of centerline, up to 100' AGL/379' MSL. **Rwy 31**, tank 5440' from departure end of runway, 1110' right of centerline, 155' AGL/443' MSL. Trees beginning abeam departure end of runway, 334' left of centerline, up to 100' AGL/369' MSL. Trees beginning 77' from departure end of runway, 364' right of centerline, up to 100' AGL/379' MSL.



**WASHINGTON, GA****WASHINGTON-WILKES COUNTY**

TAKE-OFF MINIMUMS: **Rwy 31**, 300-1 or std. w/ a min. climb of 270' per NM to 900.

**WAYCROSS, GA****WAYCROSS-WARE COUNTY**

NOTE: **Rwy 5**, numerous trees beginning 399' from departure end of runway, 300' left of centerline, up to 20' AGL/157' MSL. **Rwy 23**, numerous trees beginning 839' from departure end of runway, on centerline, up to 32' AGL/173' MSL. **Rwy 31**, numerous trees beginning 200' from departure end of runway, on centerline, up to 20' AGL/159' MSL. **Rwy 36**, numerous trees beginning 603' from departure end of runway, 312' left of centerline, up to 52' AGL/192' MSL.

**WAYNESBORO, GA****BURKE COUNTY**

NOTE: **Rwy 8**, trees beginning 485' from departure end of runway, 129' left of centerline, up to 100' AGL/440' MSL. Trees beginning 2228' from departure end of runway, 82' right of centerline, up to 100' AGL/409' MSL. **Rwy 26**, trees beginning 3053' from departure end of runway, 800' left of centerline, up to 100' AGL/439' MSL. Trees beginning 3843' from departure end of runway, 416' right of centerline, up to 100' AGL/429' MSL.

**WETUMPKA, AL****WETUMPKA MUNI (08A)**

ORIG 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36**, NA-Environmental. **Rwy 27**, 500-3 with minimum climb of 220' per NM to 800 or standard with minimum climb of 450' per NM to 600 or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 27**, for climb in visual conditions cross Wetumpka Muni airport at or above 1000 before proceeding on course.

NOTE: **Rwy 9**, vehicle on roadway 471' from DER, 591' left of centerline, up to 15' AGL/214' MSL. Trees beginning 540' from DER, left and right of centerline, up to 100' AGL/299' MSL. **Rwy 27**, building 453' from DER, 434' right of centerline, 25' AGL/224' MSL. Vehicles on roadway 617' from DER, left and right of centerline, up to 15' AGL/214' MSL. Trees beginning 1314' from DER, 50' right of centerline, up to 100' AGL/309' MSL. Powerlines beginning 2243' from DER, left and right of centerline, up to 88' AGL/322' MSL. Trees beginning 3454' from DER, left and right of centerline, up to 100' AGL/409' MSL. Rising terrain and trees beginning 1.7 miles from DER, left and right of centerline, up to 200' AGL/639' MSL.

**WINDER, GA****BARROW COUNTY (WDR)**

AMDT 1 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23**, std. w/ min. climb of 210' per NM to 3100 or 900-2½ for climb in visual conditions. **Rwy 31**, 300-1½ or std. w/ min. climb of 205' per NM to 1300, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to DER.

DEPARTURE PROCEDURE: **Rwy 23**, for climb in visual conditions: Cross Barrow County Airport at or above 1700' MSL before proceeding on course.

NOTE: **Rwy 5**, multiple trees beginning 6' from DER, 41' left of centerline, up to 48' AGL/982' MSL. Multiple trees beginning 43' from DER, 24' right of centerline, up to 74' AGL/973' MSL. **Rwy 13**, multiple trees/poles/signs beginning 835' from DER, 16' left of centerline, up to 74' AGL/983' MSL. Multiple trees/poles beginning 82' from DER, 8' right of centerline, up to 59' AGL/968' MSL.

**Rwy 23**, multiple trees beginning 31' from DER, 344' left of centerline, up to 100' AGL/1041' MSL. Multiple trees beginning 487' from DER, 279' right of centerline, up to 100' AGL/1059' MSL. **Rwy 31**, multiple trees beginning 493' from DER, 30' left of centerline, up to 100' AGL/1139' MSL. Multiple trees beginning 63' from DER, 19' right of centerline, up to 57' AGL/1000' MSL. Localizer antenna 295' from DER, on centerline 8' AGL/943' MSL. Tree 7804' from DER, 1990' left of centerline, 100' AGL/1139' MSL.



## ADEL

**COOK CO** (15J) 1 W UTC-5(-4DT) N31°08.23' W83°27.23'  
 236 B S2 FUEL 100LL NOTAM FILE MCN  
**RWY 05-23:** H5001X100 (ASPH) S-30, D-30 MRL  
**RWY 05:** PAPI(P2L). **RWY 23:** PAPI(P2L). Trees.  
**RWY 15-33:** H4000X100 (ASPH) S-30, D-30  
**RWY 15:** Thld dsplcd 600'. Trees.  
**RWY 33:** Thld dsplcd 350'. Trees.

**AIRPORT REMARKS:** Attended Mon-Sat 1300-2200Z. Ultralight activity on and invof arpt. ACTIVATE MRL Rwy 05-23 and PAPI Rwy 05 and Rwy 23—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

® **VALDOSTA APP/DEP CON** 126.6 (blo 8,000') 119.525 (8,000' and abv)  
 (Opr Mon-Thu 1200-0700Z, Fri 1200-0300Z, Sat, Sun and hol 1400-2200Z)

**JAX CENTER APP/DEP CON** 133.7 (Mon-Thu 0700-1200Z, Fri 0300-1200Z, Sat, Sun and hol 2200-1400Z)

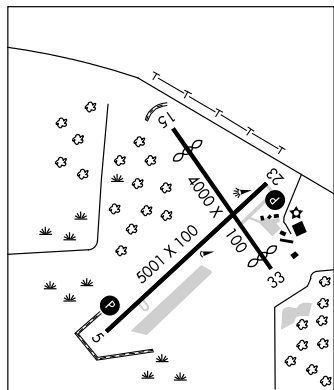
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCN.

**MOULTRIE (L) VOR/DME** 108.8 MGR Chan 25 N31°04.94' W83°48.25' 082° 18.2 NM to fld. 290/02W.

JACKSONVILLE

H-9B, L-22J

IAP



## ALBANY

**SOUTHWEST GEORGIA RGNL** (ABY) 3 SW UTC-5(-4DT) N31°32.13' W84°11.67'  
 197 B S2 FUEL 100LL, JET A OX 4 TPA—1000(803) Class I, ARFF Index A  
 NOTAM FILE ABY

**RWY 04-22:** H6601X150 (ASPH-GRVD) S-80, D-135, 2S-171, 2D-230 HIRL

**RWY 04:** MALSR, PAPI(P4L). TCH 55'. Trees. Rgt tfc.

**RWY 22:** REIL. VASI(V4L)—GA 3.0° TCH 52'. Antenna.

**RWY 16-34:** H5219X150 (ASPH-GRVD) S-30 MRL

**RWY 16:** REIL. VASI(V4L)—GA 3.0° TCH 49'. Tree. Rgt tfc.

**RWY 34:** VASI(V4L)—GA 3.0° TCH 44'. Trees.

**AIRPORT REMARKS:** Attended 1200-0400Z. Fuel avbl after hrs call 229-434-8787. CLOSED to unscheduled air carrier ops with more than 30 passenger seats except PPR call arpt manager 229-430-5175. Acft byd 3 NM and blo 2,000' on apch to Rwy 16 bearing 325°-040° from arpt not visible from twr due to trees. Low flying acft 3 mi SE. Numerous birds on and within 5 NM of arpt Sep-Feb. Personnel and equipment mowing grass adjacent to all rws and twys April 1—October 30th. Acft greater than 350,000 lbs gross weight are rstd from using Rwy 04-22 exc 24 hr PPR call arpt manager 229-430-5175. Twy H south of cargo ramp OTS indef. When twr clsd ACTIVATE MALSR Rwy 04; HIRL Rwy 04-22 and MRL Rwy 16-34—CTAF.

**WEATHER DATA SOURCES:** ASOS (229) 434-7494.

**COMMUNICATIONS:** CTAF 120.25 ATIS 133.05 UNICOM 122.95

**ALBANY RCO** 122.6 (MACON RADIO)

® **JAX CENTER APP/DEP CON** 125.75

**TOWER** 120.25 Mon-Fri (1130-0330Z), Sat-Sun (1300-0100Z) **GND CON** 121.9

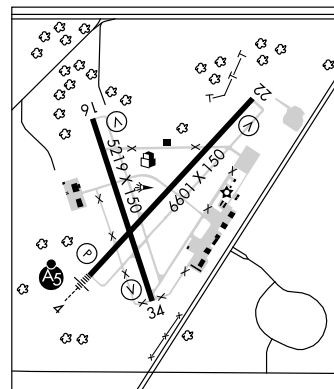
**AIRSPACE:** CLASS D svc Mon-Fri 1130-0330Z, Sat-Sun 1300-0100Z, other times CLASS E.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ABY.

**PECAN (H) VORTACW** 116.1 PZD Chan 108 N31°39.31' W84°17.59' 147° 8.8 NM to fld. 280/02W. HIWAS.

**PUTNY NDB (MHW/LQM)** 227 AB N31°27.37' W84°16.57' 043° 6.3 NM to fld.

**ILS** 108.5 I-ABY Rwy 04. LOM PUTNY NDB. LOC BC unusable 25° left and right of course. Localizer back course unusable byd 12 NM.



JACKSONVILLE

H-9B, L-18J

IAP, AD

**ALBANY** N31°32.13' W84°11.69'

**RCO** 122.6 (MACON RADIO) at Southwest Georgia Rgnl.

JACKSONVILLE

L-18J

WAAS CH <b>42506</b> <b>W05A</b>	APP CRS <b>051°</b>	Rwy Idg TDZE <b>235</b> Apt Elev <b>236</b>
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## RNAV (GPS) RWY 5

ADEL/ COOK COUNTY (15J)

**▼** DME/DME RNP-0.3 NA. Use Moultrie altimeter setting, when not received, use Valdosta Rgnl altimeter setting and increase all DAs 7 feet, and all MDAs 20 feet, and Circling Cats B, C and D visibility ¼ mile. Baro-VNAV NA.

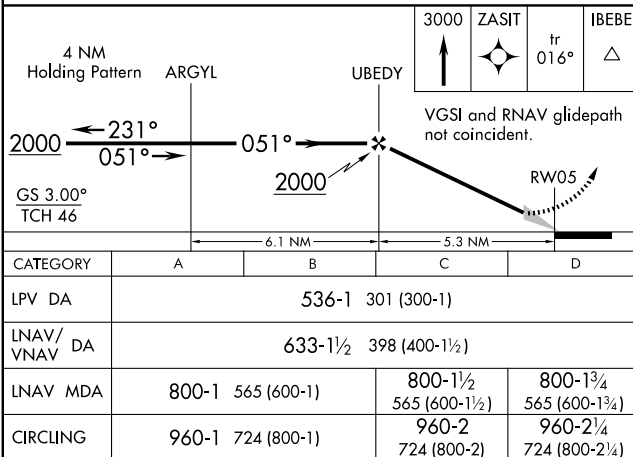
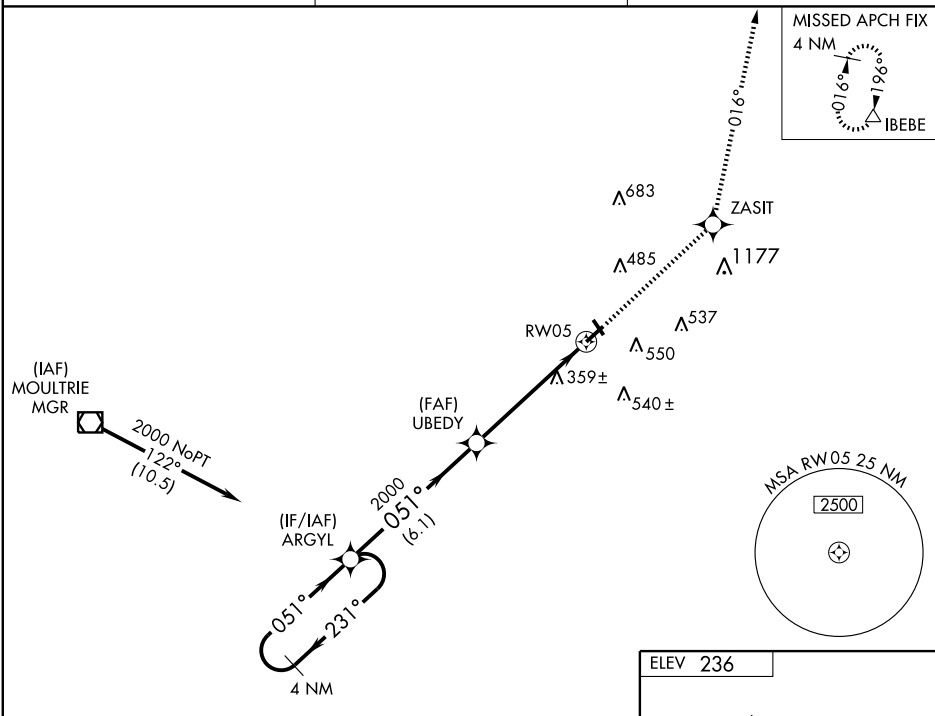
**▲ NA**

**MISSED APPROACH:** Climb to 3000 direct ZASIT and via 016° track to IBEBE and hold.

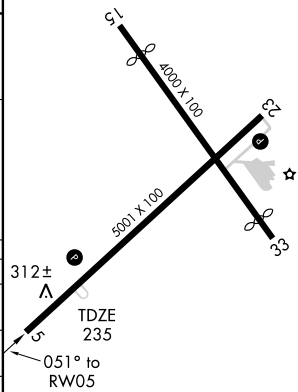
MOULTRIE AWOS-3  
**118.925**

VALDOSTA APP CON★  
**126.6 285.6**

UNICOM  
**122.8 (CTAF) 0**



ELEV 236



MIRL Rwy 5-23 0



APP CRS	Rwy Idg	5001
231°	TDZE	235
	Apt Elev	236

## RNAV (GPS) RWY 23

ADEL/ COOK COUNTY (15J)

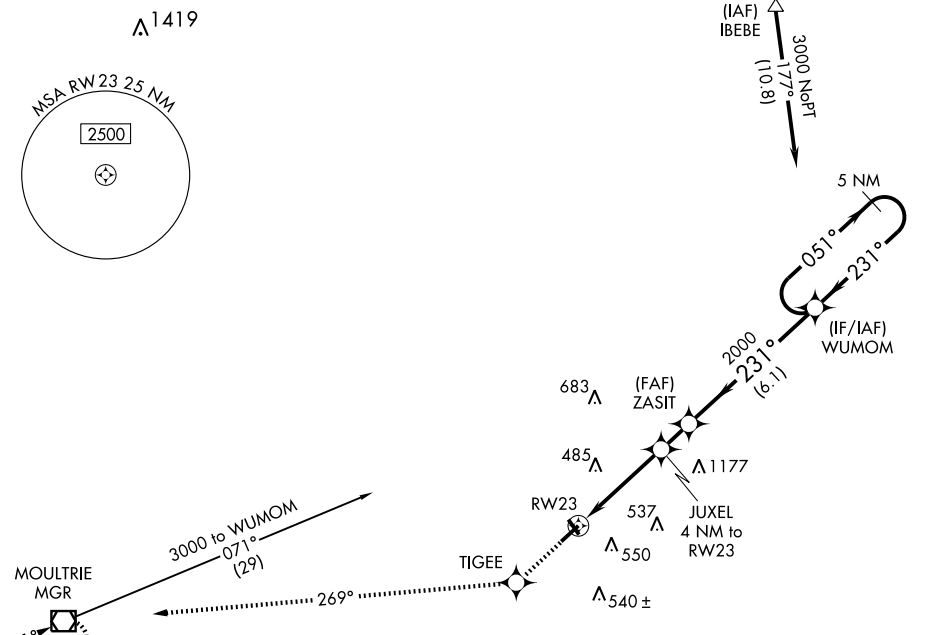
**T** Use Moultrie altimeter setting; if not received, use Valdosta Rgnl altimeter setting and increase all MDAs 20 feet. DME/DME RNP-0.3 NA.  
**A**<sup>NA</sup> Visibility reduction by helicopters NA.

**MISSED APPROACH:** Climb to 3000  
direct TIGEE and via 269° track to  
MGR VOR/DME and hold.

MOULTRIE AWOS-3  
118,925

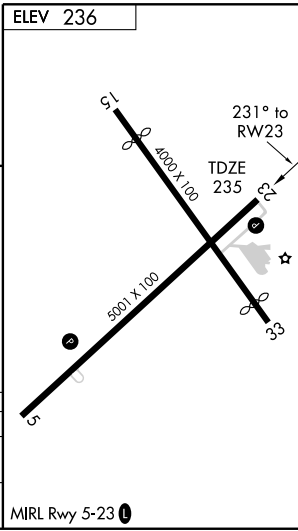
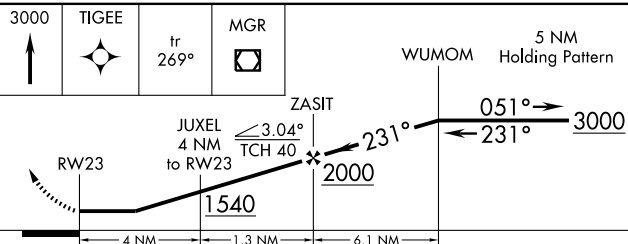
VALDOSTA APP CON★  
126.6 285.6

UNICOM  
122.8 (CTAF) **L**



SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4. 26 AUG 2010 to 23 SEP 2010



CATEGORY	A	B	C	D
LNAB MDA	740-1	505 (600-1)	740-1½	505 (600-1½)
CIRCLING	960-1	724 (800-1)	960-2 724 (800-2)	960-2¼ 724 (800-2¼)

MIRL Rwy 5-23 **L**

ADEL, GEORGIA  
Orig 10154

31° 08'N-83° 27'W

ADEL/COOK COUNTY (15J)  
RNAV (GPS) RWY 23

# AIRPORT DIAGRAM

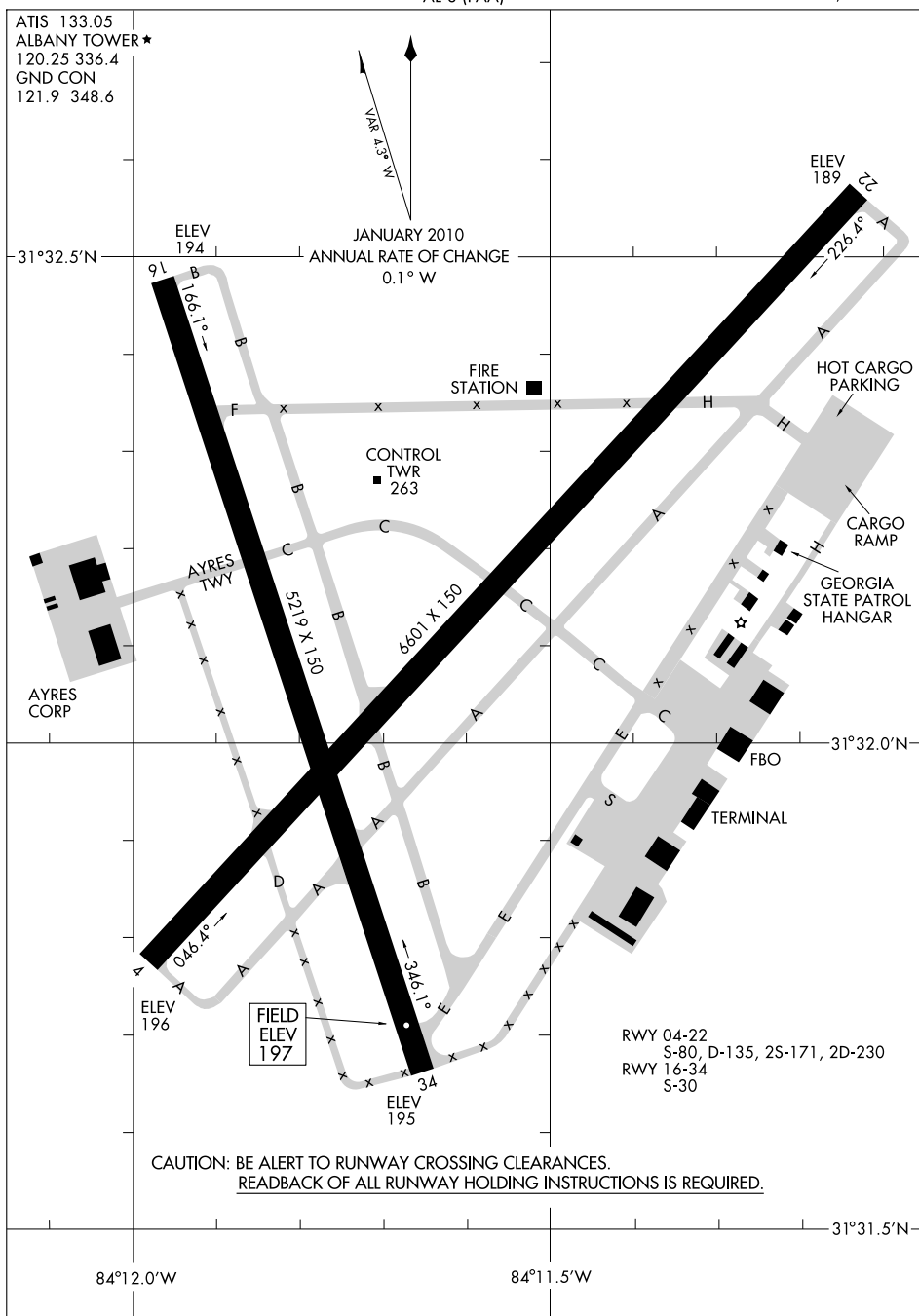
ALBANY/ SOUTHWEST GEORGIA RGNL (ABY)  
A) ALBANY, GEORGIA

ATIS	133.05	
ALBANY TOWER	★	
120.25	336.4	
GND CON		
121.9	348.6	

AL-8 (FAA)

ALBANY, GEORGIA

SE-4, 26 AUG 2010 to 23 SEP 2010



SE-4. 26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM

ALBANY, GEORGIA  
ALBANY/SOUTHWEST GEORGIA RGNL (ABY)

## ADEL

**COOK CO** (15J) 1 W UTC-5(-4DT) N31°08.23' W83°27.23'

236 B S2 FUEL 100LL NOTAM FILE MCN

RWY 05-23: H5001X100 (ASPH) S-30, D-30 MIRL

RWY 05: PAPI(P2L). RWY 23: PAPI(P2L). Trees.

RWY 15-33: H4000X100 (ASPH) S-30, D-30

RWY 15: Thld dsplcd 600'. Trees.

RWY 33: Thld dsplcd 350'. Trees.

**AIRPORT REMARKS:** Attended Mon-Sat 1300-2200Z. Ultralight activity on and in/ov arpt. ACTIVATE MIRL Rwy 05-23 and PAPI Rwy 05 and Rwy 23—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

® **VALDOSTA APP/DEP CON** 126.6 (blo 8,000') 119.525 (8,000' and abv) (Opr Mon-Thu 1200-0700Z, Fri 1200-0300Z, Sat, Sun and hol 1400-2200Z)

**JAX CENTER APP/DEP CON** 133.7 (Mon-Thu 0700-1200Z, Fri 0300-1200Z, Sat, Sun and hol 2200-1400Z)

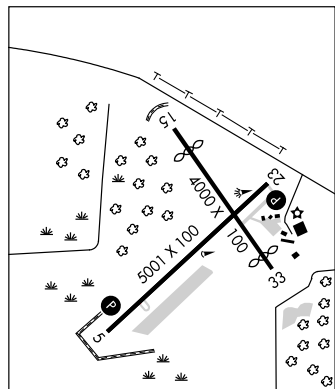
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCN.

**MOULTRIE (L) VOR/DME** 108.8 MGR Chan 25 N31°04.94' W83°48.25' 082° 18.2 NM to fld. 290/02W.

JACKSONVILLE

H-9B, L-22J

IAP



## ALBANY

**SOUTHWEST GEORGIA RGNL** (ABY) 3 SW UTC-5(-4DT) N31°32.13' W84°11.67'

197 B S2 FUEL 100LL, JET A OX 4 TPA-1000(803) Class I, ARFF Index A  
NOTAM FILE ABY

RWY 04-22: H6601X150 (ASPH-GRVD) S-80, D-135, 2S-171, 2D-230 HIRL

RWY 04: MALSR. PAPI(P4L). TCH 55'. Trees. Rgt tfc.

RWY 22: REIL. VASI(V4L)—GA 3.0° TCH 52'. Antenna.

RWY 16-34: H5219X150 (ASPH-GRVD) S-30 MIRL

RWY 16: REIL. VASI(V4L)—GA 3.0° TCH 49'. Tree. Rgt tfc.

RWY 34: VASI(V4L)—GA 3.0° TCH 44'. Trees.

**AIRPORT REMARKS:** Attended 1200-0400Z. Fuel avbl after hrs call 229-434-8787. CLOSED to unscheduled air carrier ops with more than 30 passenger seats except PPR call arpt manager 229-430-5175. Acft byd 3 NM and blo 2,000' on apch to Rwy 16 bearing 325°-040° from arpt not visible from twr due to trees. Low flying acft 3 mi SE. Numerous birds on and within 5 NM of arpt Sep-Feb. Personnel and equipment mowing grass adjacent to all rwys and twys April 1—October 30th. Acft greater than 350,000 lbs gross weight are rstd from using Rwy 04-22 exc 24 hr PPR call arpt manager 229-430-5175. Twy H south of cargo ramp OTS indef. When twr clsd ACTIVATE MALSR Rwy 04; HIRL Rwy 04-22 and MIRL Rwy 16-34—CTAF.

**WEATHER DATA SOURCES:** ASOS (229) 434-7494.

**COMMUNICATIONS:** CTAF 120.25 ATIS 133.05 UNICOM 122.95

**ALBANY RCO** 122.6 (MACON RADIO)

® **JAX CENTER APP/DEP CON** 125.75

**TOWER** 120.25 Mon-Fri (1130-0330Z), Sat-Sun (1300-0100Z) **GND CON** 121.9

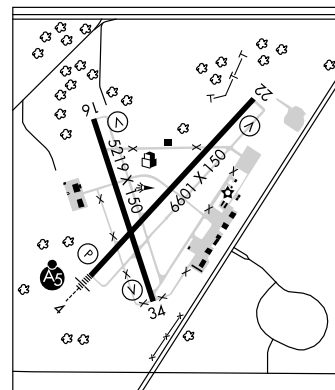
**AIRSPACE:** CLASS D svc Mon-Fri 1130-0330Z, Sat-Sun 1300-0100Z, other times CLASS E.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ABY.

**PECAN (H) VORTAC** 116.1 PZD Chan 108 N31°39.31' W84°17.59' 147° 8.8 NM to fld. 280/02W.  
HIWAS.

**PUTNY NDB (MHW/LOM)** 227 AB N31°27.37' W84°16.57' 043° 6.3 NM to fld.

**ILS** 108.5 I-ABY Rwy 04. LOM PUTNY NDB. LOC BC unusable 25° left and right of course. Localizer back course unusable byd 12 NM.



JACKSONVILLE

H-9B, L-18J

IAP, AD

**ALBANY** N31°32.13' W84°11.69'

**RCO** 122.6 (MACON RADIO) at Southwest Georgia Rgnl.

JACKSONVILLE

L-18J

LOC I-ABY <b>108.5</b>	APP CRS <b>044°</b>	Rwy Idg TDZE Apt Elev	<b>6601</b> <b>196</b> <b>196</b>
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ILS or LOC RWY 4

ALBANY/ SOUTHWEST GEORGIA RGNL (ABY)

**T** \* RVR 1800 authorized with use of FD or AP or HUD to DA.



MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct PZD VORTAC and hold.

ATIS  
**133.05**

JACKSONVILLE CENTER  
**125.75 226.8**

ALBANY TOWER \*  
**120.25 (CTAF) 0336.4**

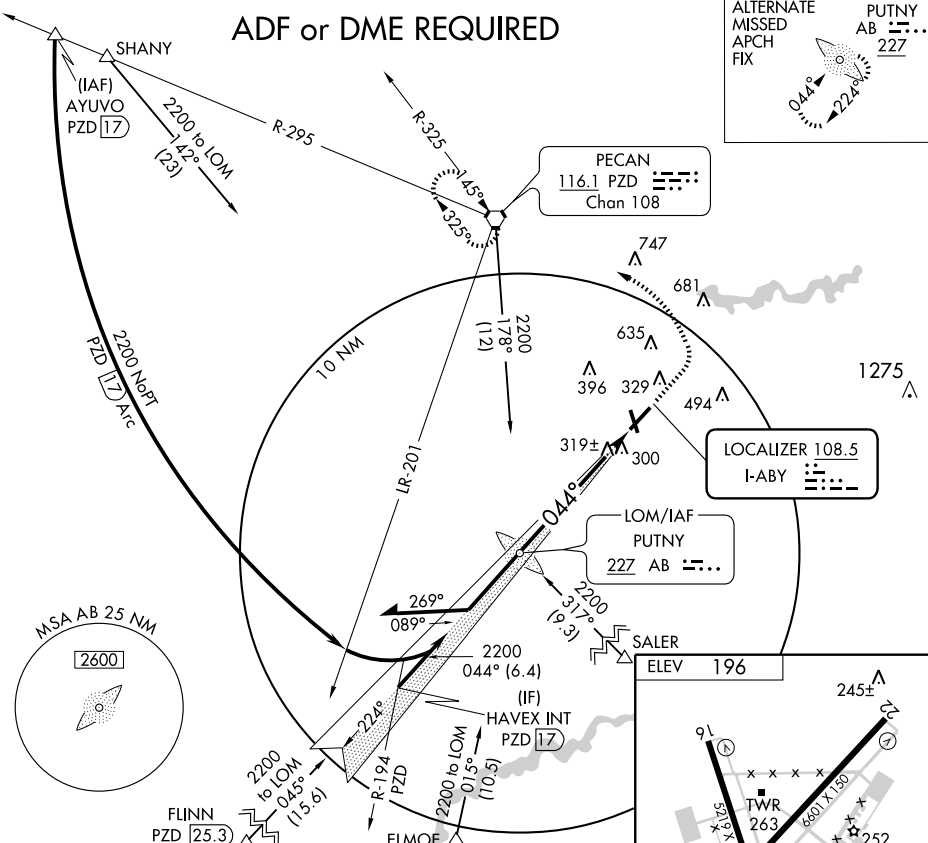
GND CON  
**121.9 348.6**

UNICOM  
**122.95**

ADF or DME REQUIRED

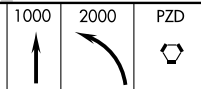
ALTERNATE  
MISSED  
APCH  
FIX

PUTNY  
AB **227**



Remain  
within 10 NM

2200 044° 2162  
VGS1 and ILS glidepath  
not coincident.



GS 3.00°  
TCH 60

CATEGORY	A	B	C	D
S-ILS 4		* 396/24	200 (200-½)	
S-LOC 4		580/24	384 (400-½)	580/40 384 (400-¾)
CIRCLING	640-1 444 (500-1)	660-1 464 (500-1)	660-1½ 464 (500-1½)	940-2½ 744 (800-2½)

044° 5.9 NM  
from FAF

HIRL Rwy 4-22

MIRL Rwy 16-34

REIL Rwy 16 and 22

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

LOC I-ABY	APP CRS	Rwy Idg	<b>6601</b>
<b><u>108.5</u></b>	<b>224°</b>	TDZE	<b>192</b>
		Apt Elev	<b>196</b>

LOC BC RWY 22  
ALBANY/ SOUTHWEST GEORGIA RGNL (ABY)

Visibility reduction by helicopters NA.

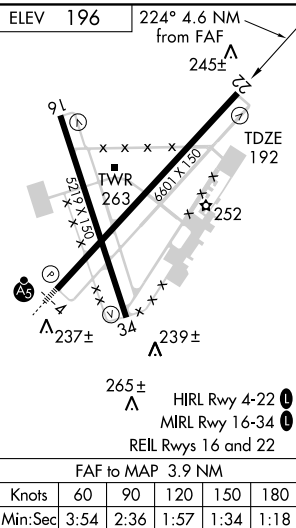
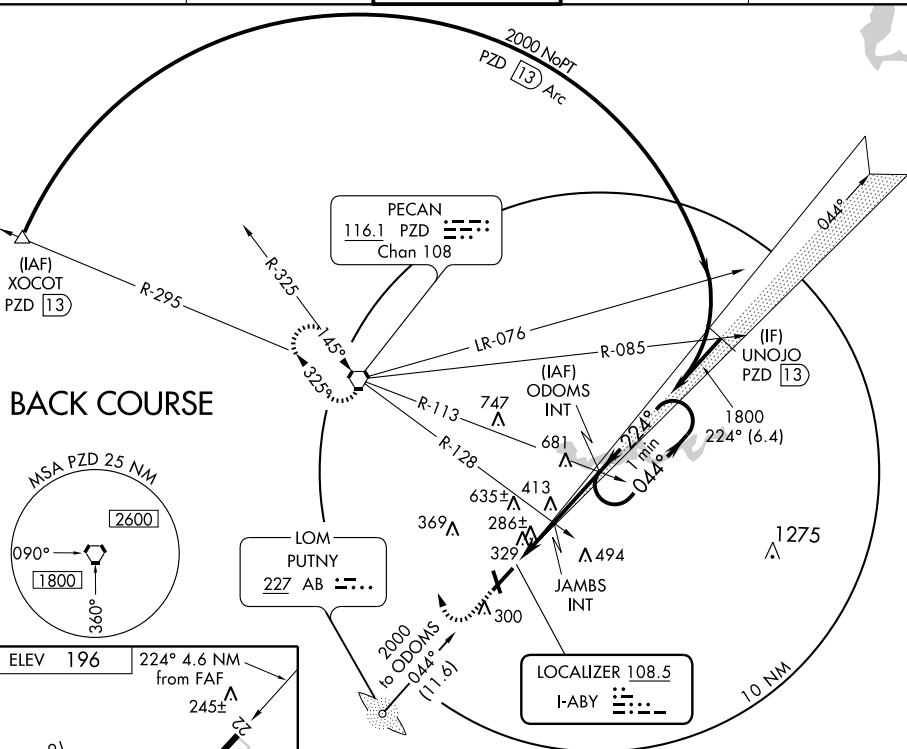
**MISSED APPROACH:** Climb to 1000 then climbing right turn to 2000 direct PZD VORTAC and hold.

ATIS  
**133.05**

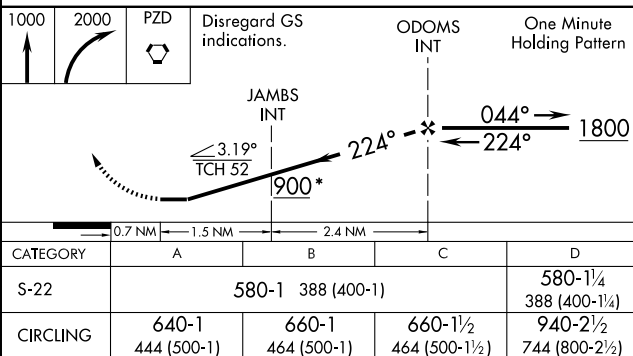
JACKSONVILLE CENTER  
125.75 226.8

ALBANY TOWER★  
120.25 (CTAF) 336.4

GND CON  
121.9 348.6

UNICOM  
122.95

## ADF or DME REQUIRED

ALBANY, GEORGIA  
Amdt 8 09239

ALBANY/ SOUTHWEST GEORGIA RGNL (ABY)  
31° 32'N-84° 12'W LOC BC RWY 22

LOC BC RWY 22

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4. 26 AUG 2010 to 23 SEP 2010

## NDB RWY 4

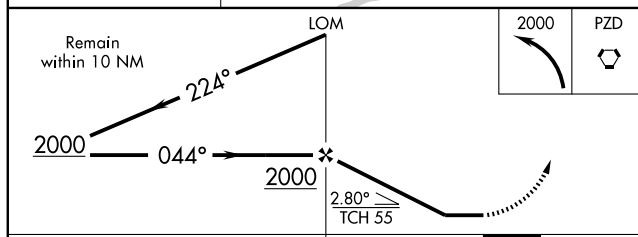
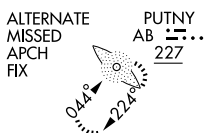
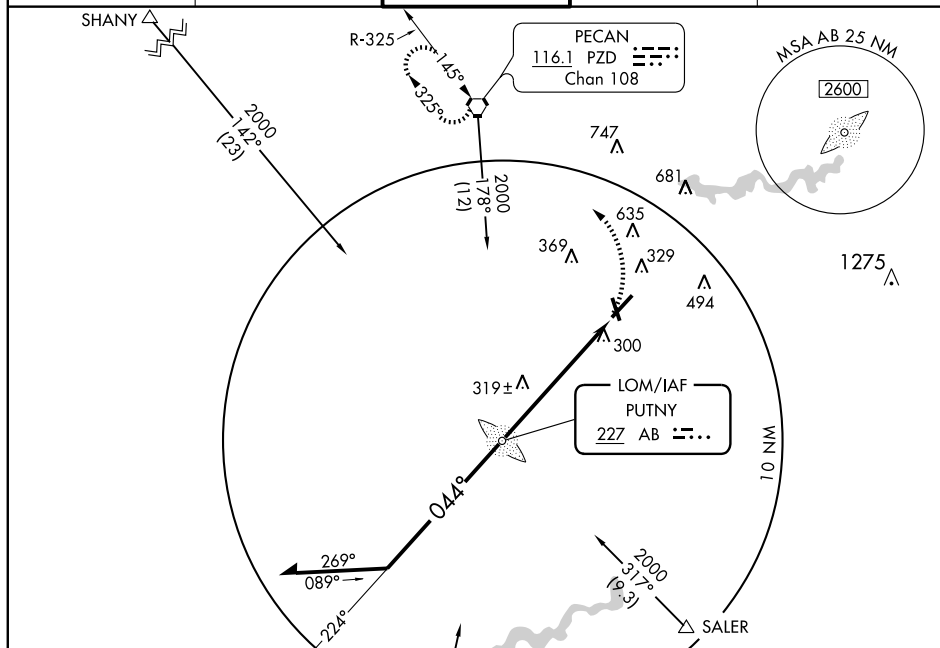
ALBANY/ SOUTHWEST GEORGIA RGNL (ABY)

LOM AB <b>227</b>	APP CRS <b>044°</b>	Rwy Idg TDZE Apt Elev	<b>6601</b> <b>196</b> <b>196</b>
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MISSED APPROACH: Climbing left turn to 2000 direct PZD VORTAC and hold.

ATIS <b>133.05</b>	JACKSONVILLE CENTER <b>125.75 226.8</b>	ALBANY TOWER ★ <b>120.25 (CTAF) 0336.4</b>	GND CON <b>121.9 348.6</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D	FAF to MAP 5.9 NM				
S-4	620/40 424 (500-¾)			620/50 424 (500-1)					
CIRCLING	640-1 444 (500-1)	660-1 464 (500-1)	660-1½ 464 (500-1½)	940-2½ 744 (800-2½)	Knots	60	90	120	150
					Min:Sec	5:54	3:56	2:57	2:22
						180			

ALBANY, GEORGIA

Amdt 13 09239

ALBANY/ SOUTHWEST GEORGIA RGNL (ABY)

31° 32'N-84° 12'W

NDB RWY 4

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010

WAAS CH <b>78000</b> <b>W04A</b>	APP CRS <b>044°</b>	Rwy Idg TDZE <b>196</b> Apt Elev <b>196</b>	<b>6601</b>
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## RNAV (GPS) RWY 4

ALBANY/ SOUTHWEST GEORGIA RGNL (ABY)



For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.  
For inoperative MALSR increase LNAV Cat D visibility to RVR 6000.

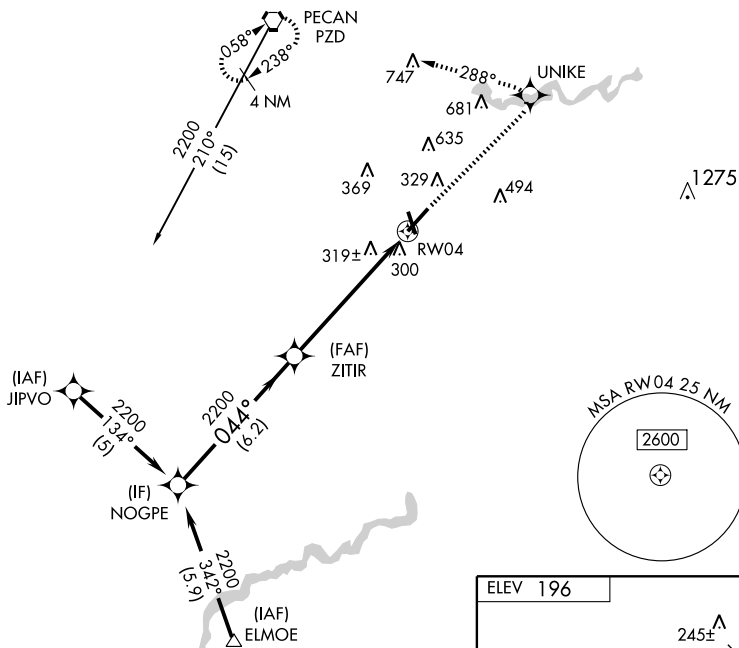
MALSR



MISSED APPROACH: Climb to 2000  
direct UNIKE and left turn via track  
288° to PZD VORTAC and hold.

ATIS <b>133.05</b>	JACKSONVILLE CENTER <b>125.75 226.8</b>	ALBANY TOWER ★ <b>120.25</b> (CTAF) <b>0336.4</b>	GND CON <b>121.9 348.6</b>	UNICOM <b>122.95</b>
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Procedure NA for arrivals at PZD VORTAC  
via V35-159 northbound.



Procedure  
Turn NA

VGSI and RNAV glidepath  
not coincident.

2000

UNIKE

trk  
288°

PZD

NOGPE

ZITIR

2200 — 044° — 2200

\* 1 NM to RW04

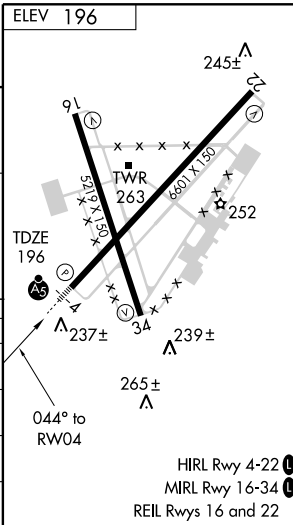
\* LNAV only

GS 3.00°

TCH 60

6.2 NM 5 NM 1 NM

CATEGORY	A	B	C	D
LPV DA	396/24 200 (200-½)			
LNAV/VNAV DA	635/50 439 (500-1)			
LNAV MDA	580/24 384 (400-½)			580/50 384 (400-1)
CIRCLING	640-1 444 (500-1)	660-1 464 (500-1)	660-1½ 464 (500-1½)	940-2½ 744 (800-2½)



HIRL Rwy 4-22

MIRL Rwy 16-34

REIL Rwy 16 and 22

ALBANY, GEORGIA

Amdt 1 09239

ALBANY/ SOUTHWEST GEORGIA RGNL (ABY)

31°32'N-84°12'W

RNAV (GPS) RWY 4

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010

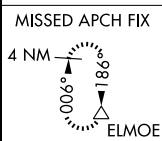
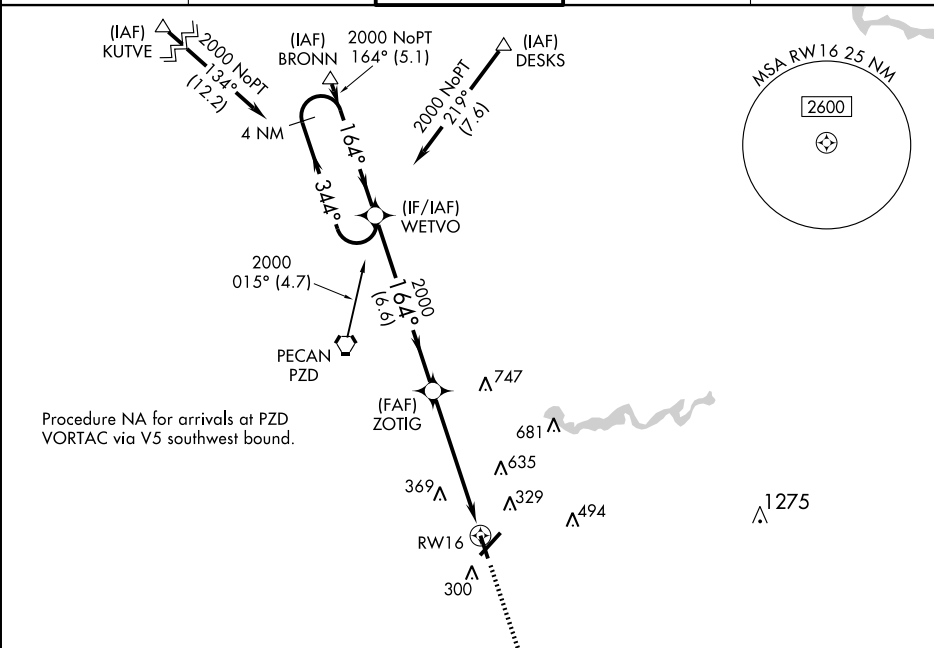
WAAS CH <b>48815</b> <b>W16A</b>	APP CRS <b>164°</b>	Rwy Idg TDZE Apt Elev	<b>5219</b> <b>196</b> <b>196</b>
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## RNAV (GPS) RWY 16

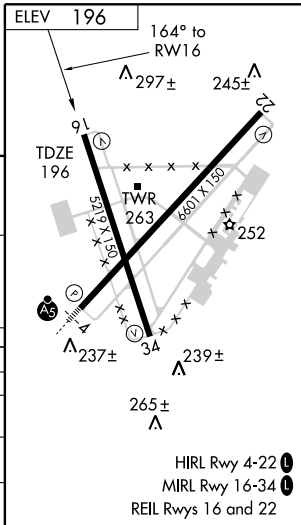
ALBANY/ SOUTHWEST GEORGIA RGNL (ABY)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).	MISSED APPROACH: Climb to 3000 direct TUPGE and via track 223° to ELMOE and hold.
▲ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.	

ATIS <b>133.05</b>	JACKSONVILLE CENTER <b>125.75 226.8</b>	ALBANY TOWER★ <b>120.25 (CTAF) 0336.4</b>	GND CON <b>121.9 348.6</b>	UNICOM <b>122.95</b>
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4 NM Holding Pattern	WETVO	ZOTIG	3000	TUPGE	trk 223°	ELMOE
2000	←344°	164°→	2000			
GS 3.00°						
TCH 52						
		6.6 NM		5.4 NM		
CATEGORY	A	B	C	D		
LPV DA		534-1½	338 (400-1½)			
LNAV/VNAV DA		603-1½	407 (500-1½)			
LNAV MDA	640-1	444 (500-1)	640-1½	640-1½		
			444 (500-1½)	444 (500-1½)		
CIRCLING	640-1	660-1	660-1½	940-2½		
	444 (500-1)	464 (500-1)	464 (500-1½)	744 (800-2½)		





WAAS CH <b>53613</b> <b>W22A</b>	APP CRS <b>224°</b>	Rwy ldg TDZE Apt Elev	<b>6601</b> <b>192</b> <b>196</b>
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## RNAV (GPS) RWY 22

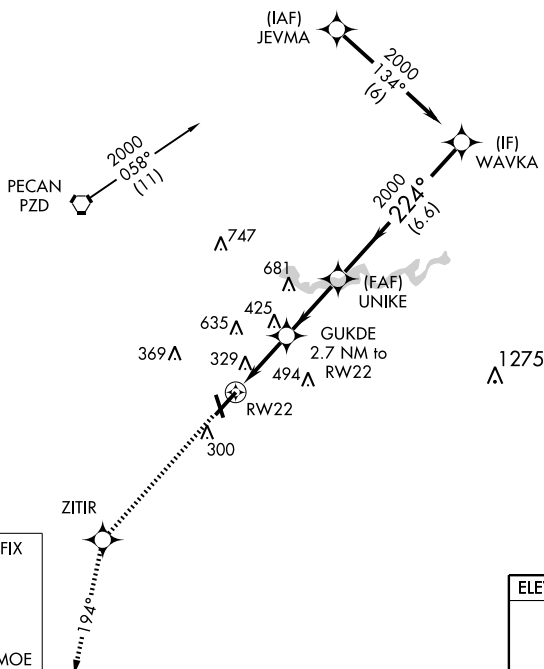
ALBANY/ SOUTHWEST GEORGIA RGNL (ABY)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.  
▲ Visibility reduction by helicopters NA.

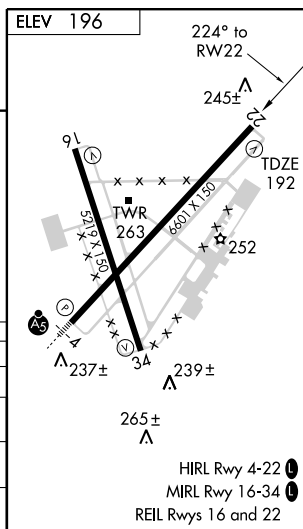
MISSED APPROACH: Climb to 3000 direct ZITIR and via track 194° to ELMOE and hold.

ATIS <b>133.05</b>	JACKSONVILLE CENTER <b>125.75 226.8</b>	ALBANY TOWER ★ <b>120.25 (CTAF) 0336.4</b>	GND CON <b>121.9 348.6</b>	UNICOM <b>122.95</b>
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Procedure NA for arrivals on PZD VORTAC  
airway radials 359 CW 110.



3000	ZITIR	ELMOE	UNIKE	WAVKA	Procedure Turn NA
↑	☀	△			
* LNAV only			GUKDE 2.7 NM to RWY 22		
			*1100	2000	GS 3.00° TCH 52
			2.7 NM	2.7 NM	6.6 NM
CATEGORY	A	B	C	D	
LPV DA		531-1¼	339 (400-1¼)		
LNAV/VNAV DA		611-1½	419 (500-1½)		
LNAV MDA	680-1	488 (500-1)	680-1¼ 488 (500-1¼)	680-1½ 488 (500-1½)	
CIRCLING	680-1	484 (500-1)	680-1½ 484 (500-1½)	940-2½ 744 (800-2½)	



WAAS CH <b>97415</b> <b>W34A</b>	APP CRS <b>344°</b>	Rwy Idg TDZE <b>196</b> Apt Elev <b>196</b>
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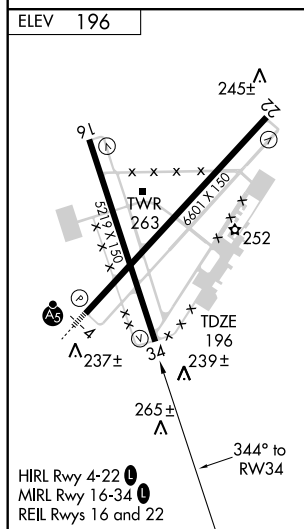
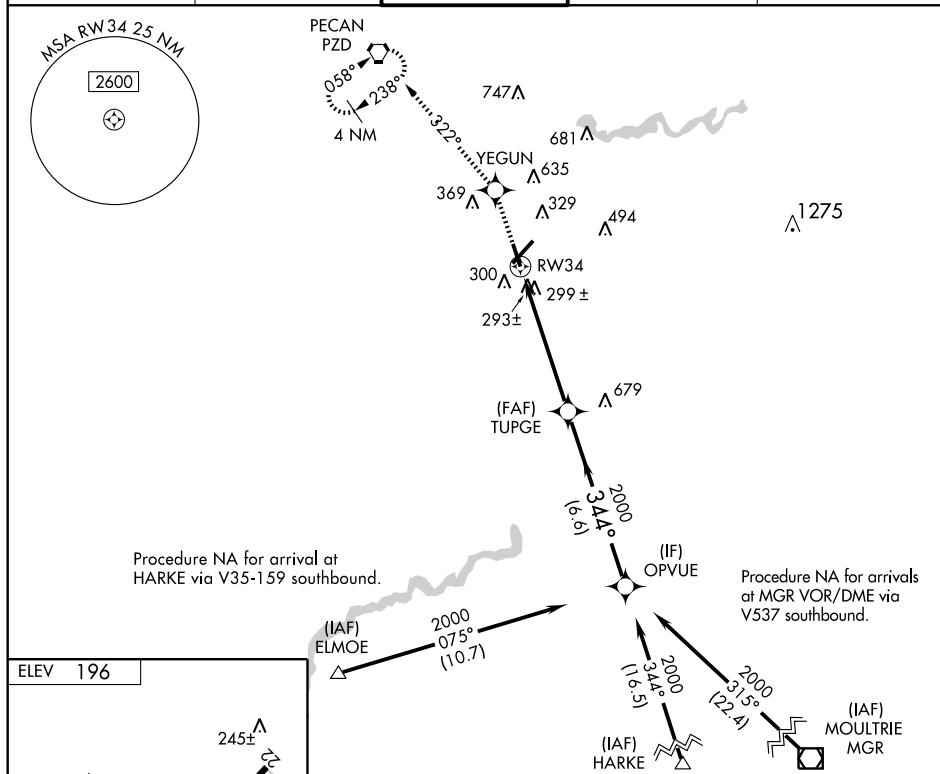
## RNAV (GPS) RWY 34

ALBANY/ SOUTHWEST GEORGIA RGNL (ABY)

**▼** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.  
**▲** Visibility reduction by helicopters NA.

**MISSED APPROACH:** Climb to 2000 direct YEGUN and via track 322° to PZD VORTAC and hold.

ATIS <b>133.05</b>	JACKSONVILLE CENTER <b>125.75 226.8</b>	ALBANY TOWER ★ <b>120.25 (CTAF) 0336.4</b>	GND CON <b>121.9 348.6</b>	UNICOM <b>122.95</b>
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2000	YEGUN	trk 322°	PZD	Procedure Turn NA
			TUPGE	OPVUE
			344°	2000
			2000	GS 3.00°
			5.5 NM	TCH 44
CATEGORY	A	B	C	D
LPV DA	510-1	314 (400-1)		
LNAV/VNAV DA	590-1½	394 (400-1½)		
LNAV MDA	580-1	384 (400-1)		580-1¼
				384 (400-1¼)
CIRCLING	640-1	660-1	660-1½	940-2½
	444 (500-1)	464 (500-1)	464 (500-1½)	744 (800-2½)

ALBANY, GEORGIA

Amdt 1 09239

ALBANY/ SOUTHWEST GEORGIA RGNL (ABY)

31° 32'N-84° 12'W

RNAV (GPS) RWY 34

VORTAC PZD <b>116.1</b> Chan <b>108</b>	APP CRS <b>147°</b>	Rwy Idg TDZE Apt Elev	<b>5219</b> <b>196</b> <b>196</b>
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# VOR or TACAN RWY 16

ALBANY/ SOUTHWEST GEORGIA RGNL (ABY)



Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 via heading 170° PZD VORTAC R-160 to SALER INT/PZD 20 DME and hold.

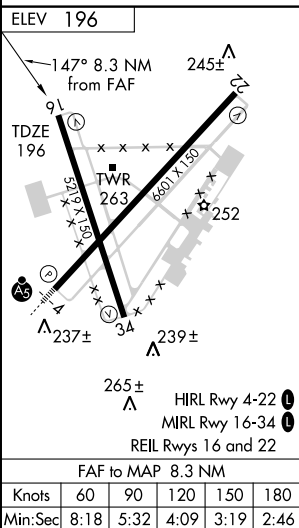
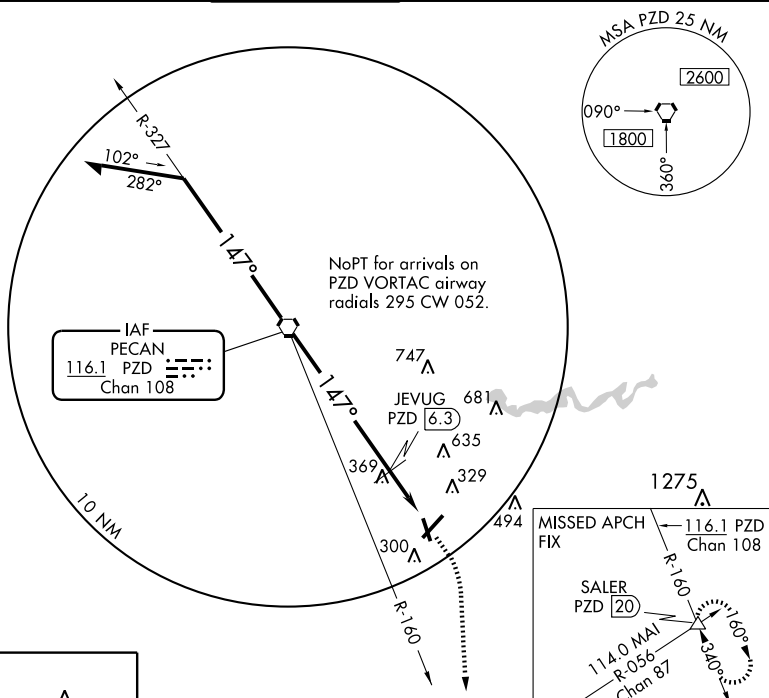
ATIS  
**133.05**

JACKSONVILLE CENTER  
**125.75 226.8**

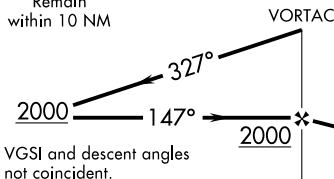
ALBANY TOWER ★  
**120.25 (CTAF) 0336.4**

GND CON  
**121.9 348.6**

UNICOM  
**122.95**



Remain within 10 NM



CATEGORY	A	B	C	D
S-16	740-1	544 (600-1)	740-1½ 544 (600-1½)	740-1¾ 544 (600-1¾)
CIRCLING	740-1	544 (600-1)	740-1½ 544 (600-1½)	940-2½ 744 (800-2½)
JEVUG FIX MINIMUMS				
S-16	640-1	444 (500-1)	640-1¼ 444 (500-1¼)	640-1½ 444 (500-1½)
CIRCLING	640-1 444 (500-1)	660-1 464 (500-1)	660-1½ 464 (500-1½)	940-2½ 744 (800-2½)

**ALCOVY** N33°37.79' W83°46.93' NOTAM FILE MCN.  
NDB (MHW) 370 VOF 276° 3.4 NM to Covington Muni.

ATLANTA  
L-18J, A

**ALMA** N31°32.19' W82°30.49' NOTAM FILE AMG.  
(H) VORTAC 115.1 AMG Chan 98 at Bacon Co. 200/00E. HIWAS.  
VOR portion unusable 183°-343°; and 344°-182° all altitudes blo 10000'.  
RCO 123.6 (MACON RADIO) RCO 122.1R 115.1T (MACON RADIO)

JACKSONVILLE  
H-9B, 12F, L-24H

## ALMA

**BACON CO** (AMG) 3 W UTC-5(-4DT) N31°32.16' W82°30.39'

200 B S2 FUEL 100LL, JET A NOTAM FILE AMG

RWY 15-33: H5000X100 (ASPH) S-30 MIRL

RWY 15: PAPI(P2L). Trees.

RWY 33: REIL. PAPI(P2L). Trees.

**AIRPORT REMARKS:** Attended continuously. Self serve fuel with credit card. PAPI Rwy 15 and Rwy 33 opr continuous and MIRL Rwy 15-33 preset med ints dusk-0300Z; to increase ints—CTAF. After 0300Z, ACTIVATE MIRL Rwy 15-33—CTAF.

**WEATHER DATA SOURCES:** ASOS 118.325 (912) 632-8738.

HIWAS 115.1 AMG.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

ALMA RCO 123.6 (MACON RADIO)

ALMA RCO 122.1R 115.1T (MACON RADIO)

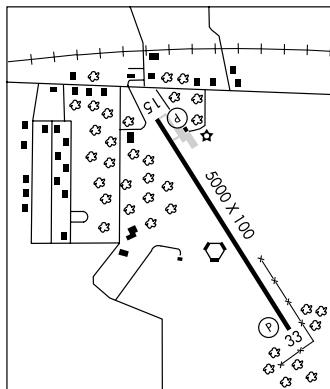
Ⓡ JAX CENTER APP/DEP CON 132.3

**AIRSPACE:** CLASS E svc effective 1100-0300Z other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AMG.

ALMA (H) VORTAC 115.1 AMG Chan 98 N31°32.19'

W82°30.49' at fld. 200/00E. HIWAS.



JACKSONVILLE  
H-9B, 12F, L-24H  
IAP

## AMERICUS

**SOUTHER FLD** (ACJ) 4 NE UTC-5(-4DT) N32°06.65' W84°11.33'

468 B S4 FUEL 100LL, JET A OX 2 NOTAM FILE MCN

RWY 05-23: H6021X100 (ASPH) S-30, D-50 MIRL

RWY 05: PAPI(P2L)—GA 3.0° TCH 37'. Trees.

RWY 23: MALS F. REIL. PAPI(P2L)—GA 3.0° TCH 44'. Trees.

RWY 09-27: H3787X75 (ASPH) S-30

RWY 09: Trees.

RWY 27: Trees.

**AIRPORT REMARKS:** Attended 1200Z—dusk. Wildlife activity on and invof arpt. MIRL Rwy 05-23 preset low ints dusk-0300Z, to increase ints—CTAF. After 0300Z ACTIVATE MIRL Rwy 05-23—CTAF. ACTIVATE MALS F Rwy 23, PAPI Rwy 05 and PAPI Rwy 23—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 128.375 (229) 928-0934.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ ATLANTA APP/DEP CON 125.5 (blo 7000') 126.55 (7000' & abv)  
(1115-0500Z) CLNC DEL 119.95

ATLANTA CENTER APP/DEP CON 123.95 (0500-1115Z) CLNC DEL  
123.95

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ABY.

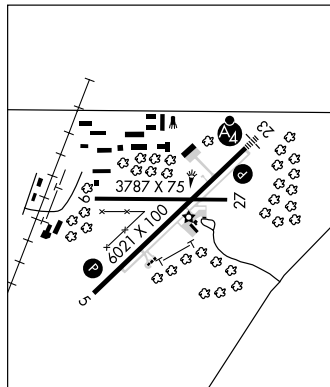
PECAN (H) VORTACW 116.1 PZD Chan 108 N31°39.31'

W84°17.59' 013° 27.8 NM to fld. 280/02W. HIWAS.

LINDBERGH NDB (MHW) 242 LKG N32°10.47' W84°06.49'

230° 5.6 NM to fld. NOTAM FILE MCN.

ILS 110.5 I-ACJ Rwy 23. Loc only.



ATLANTA  
H-9A, L-18J  
IAP

APP CRS	Rwy Idg	<b>5000</b>
<b>156°</b>	TDZE	<b>200</b>
	Apt Elev	<b>200</b>

## RNAV (GPS) RWY 15

ALMA/ BACON COUNTY (AMG)

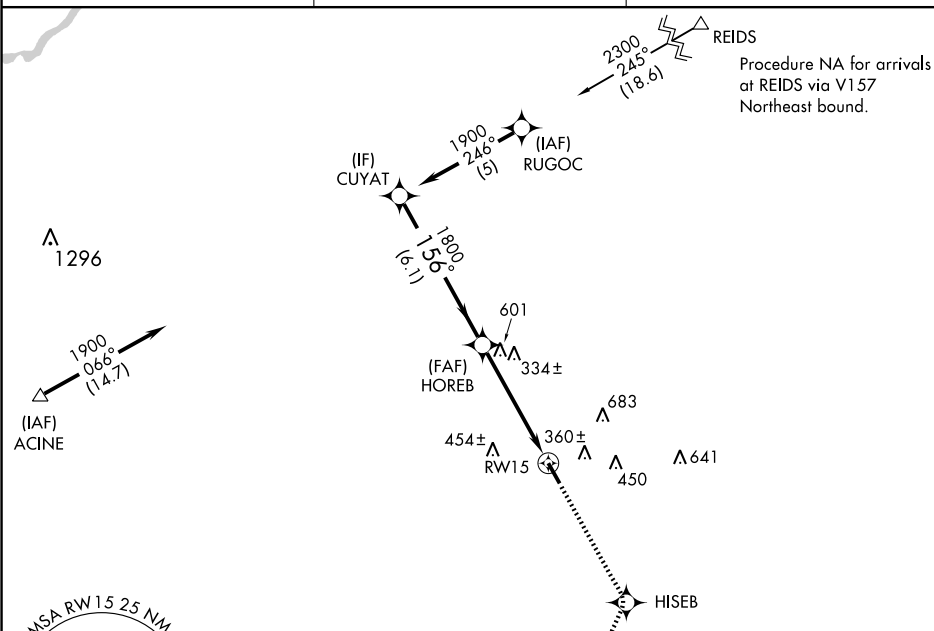
- V** VDP NA when using Vidalia altimeter setting. DME/DME RNP-0.3 NA.  
**A** Straight-in minimums NA at night. When local altimeter setting not received, use Vidalia altimeter setting and increase all MDA 120 feet increase LNAV Cats. C and D visibility ½ mile, and Circling Cats. C and D visibility ¼ mile.

**MISSED APPROACH:** Climb to 2300 direct HISEB and via 209° track to AYS VORTAC and hold.

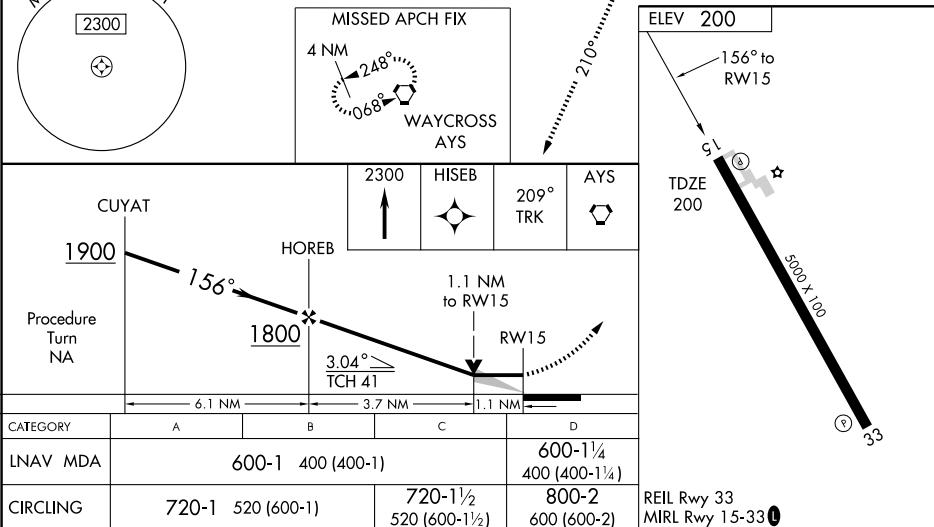
ASOS  
118.325

JACKSONVILLE CENTER  
132.3 290.4

UNICOM  
122.7 (CTAF) **L**



SE-4. 26 AUG 2010 to 23 SEP 2010



ALMA, GEORGIA  
Amdt 1 08325

31°32'N-82°30'W

ALMA/ BACON COUNTY (AMG)  
RNAV (GPS) RWY 15

APP CRS <b>336°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>196</b> <b>200</b>
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**RNAV (GPS) RWY 33**

ALMA/ BACON COUNTY (AMG)

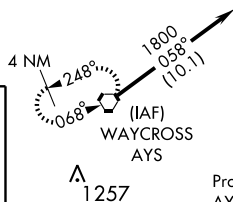
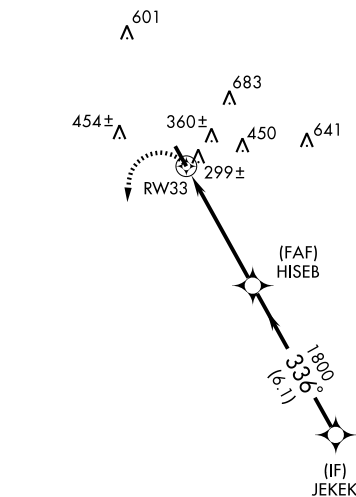
- ▼ VDP NA when using Vidalia altimeter setting. DME/DME RNP-0.3 NA.  
 ▲ If local altimeter setting not received, use Vidalia altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: Climbing left turn to 2300 direct AYS VORTAC and hold.

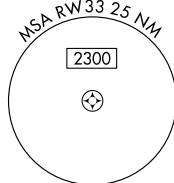
ASOS  
**118.325**

JACKSONVILLE CENTER  
**132.3 290.4**

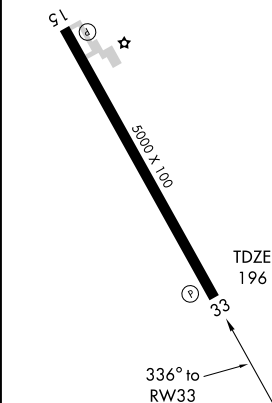
UNICOM  
**122.7 (CTAF) 0**





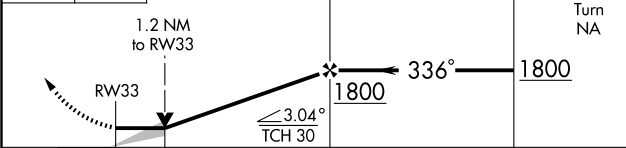
Procedure NA for arrival at AYS VORTAC via V157 Southbound.



ELEV 200



REIL Rwy 33  
MRL Rwy 15-33 0

2300	AYS				
					
					
CATEGORY	A	B	C	D	
LNVA MDA	600-1 404 (400-1)	600-1¼ 404 (400-1¼)			
CIRCLING	720-1 520 (600-1)	720-1½ 520 (600-1½)	800-2 600 (600-2)		

**ALCOVY** N33°37.79' W83°46.93' NOTAM FILE MCN.  
NDB (MHW) 370 VOF 276° 3.4 NM to Covington Muni.

ATLANTA  
L-18J, A

**ALMA** N31°32.19' W82°30.49' NOTAM FILE AMG.  
(H) VORTAC 115.1 AMG Chan 98 at Bacon Co. 200/00E. HIWAS.  
VOR portion unusable 183°-343°; and 344°-182° all altitudes blo 10000'.  
RCO 123.6 (MACON RADIO) RCO 122.1R 115.1T (MACON RADIO)

JACKSONVILLE  
H-9B, 12F, L-24H

## ALMA

**BACON CO** (AMG) 3 W UTC-5(-4DT) N31°32.16' W82°30.39'

200 B S2 FUEL 100LL, JET A NOTAM FILE AMG

RWY 15-33: H5000X100 (ASPH) S-30 MIRL

RWY 15: PAPI(P2L). Trees.

RWY 33: REIL. PAPI(P2L). Trees.

**AIRPORT REMARKS:** Attended continuously. Self serve fuel with credit card. PAPI Rwy 15 and Rwy 33 opr continuous and MIRL Rwy 15-33 preset med ints dusk-0300Z; to increase ints—CTAF. After 0300Z, ACTIVATE MIRL Rwy 15-33—CTAF.

**WEATHER DATA SOURCES:** ASOS 118.325 (912) 632-8738.

HIWAS 115.1 AMG.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

ALMA RCO 123.6 (MACON RADIO)

ALMA RCO 122.1R 115.1T (MACON RADIO)

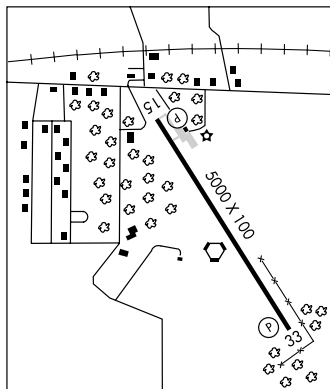
Ⓡ JAX CENTER APP/DEP CON 132.3

**AIRSPACE:** CLASS E svc effective 1100-0300Z other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AMG.

ALMA (H) VORTAC 115.1 AMG Chan 98 N31°32.19'

W82°30.49' at fld. 200/00E. HIWAS.



JACKSONVILLE  
H-9B, 12F, L-24H  
IAP

## AMERICUS

**SOUTHER FLD** (ACJ) 4 NE UTC-5(-4DT) N32°06.65' W84°11.33'

468 B S4 FUEL 100LL, JET A OX 2 NOTAM FILE MCN

RWY 05-23: H6021X100 (ASPH) S-30, D-50 MIRL

RWY 05: PAPI(P2L)—GA 3.0° TCH 37'. Trees.

RWY 23: MALS F. REIL. PAPI(P2L)—GA 3.0° TCH 44'. Trees.

RWY 09-27: H3787X75 (ASPH) S-30

RWY 09: Trees. RWY 27: Trees.

**AIRPORT REMARKS:** Attended 1200Z—dusk. Wildlife activity on and invof arpt. MIRL Rwy 05-23 preset low ints dusk-0300Z, to increase ints—CTAF. After 0300Z ACTIVATE MIRL Rwy 05-23—CTAF. ACTIVATE MALS F Rwy 23, PAPI Rwy 05 and PAPI Rwy 23—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 128.375 (229) 928-0934.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ ATLANTA APP/DEP CON 125.5 (blo 7000') 126.55 (7000' & abv)  
(1115-0500Z) CLNC DEL 119.95

ATLANTA CENTER APP/DEP CON 123.95 (0500-1115Z) CLNC DEL  
123.95

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ABY.

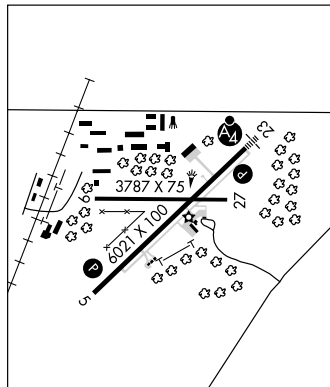
PECAN (H) VORTACW 116.1 PZD Chan 108 N31°39.31'

W84°17.59' 013° 27.8 NM to fld. 280/02W. HIWAS.

LINDBERGH NDB (MHW) 242 LKG N32°10.47' W84°06.49'

230° 5.6 NM to fld. NOTAM FILE MCN.

ILS 110.5 I-ACJ Rwy 23. Loc only.



ATLANTA  
H-9A, L-18J  
IAP

ILS or LOC/NDB RWY 23  
AMERICUS/SOUTHER FIELD (ACJ)

Inoperative table does not apply.  
ADF REQUIRED

MALSF



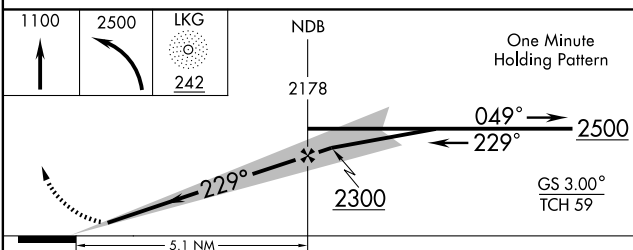
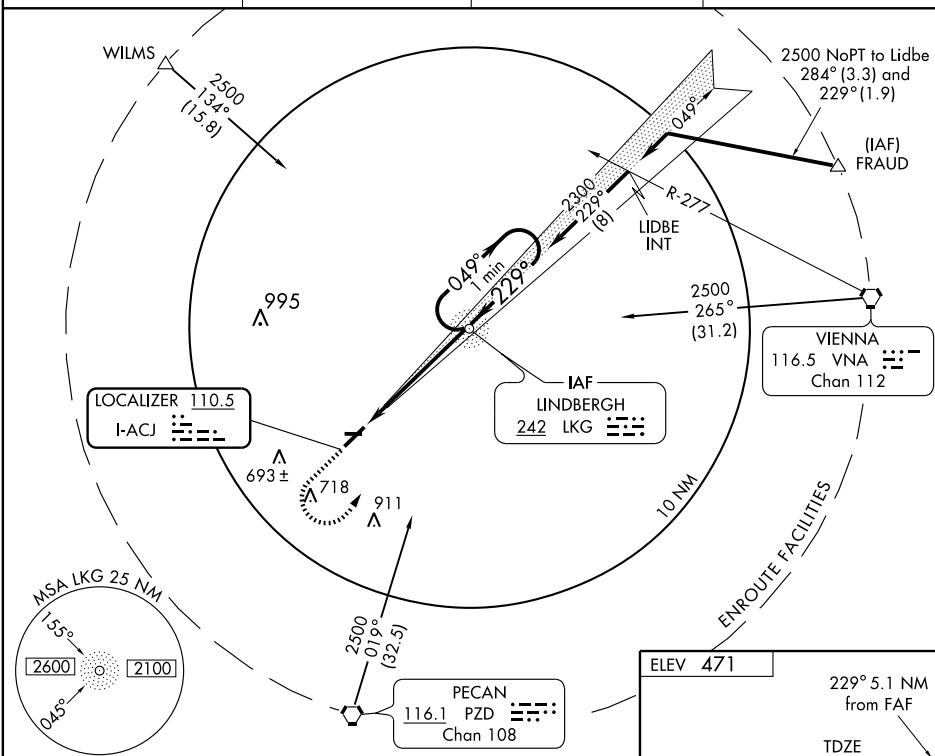
**MISSED APPROACH:** Climb to 1100 then climbing left turn to 2500 direct LKG NDB and hold.

AWOS-3  
128,375

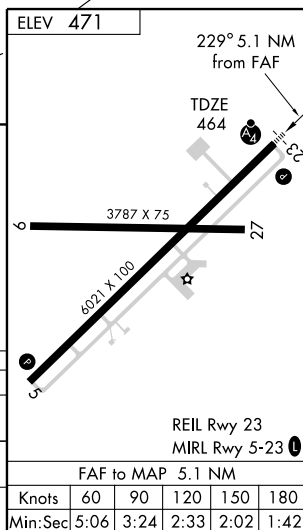
ATLANTA APP CON ★  
125.5 323.1

ATLANTA CLNC DEL  
**119.95**

UNICOM  
122.8 (CTAF) **L**



CATEGORY	A	B	C	D
S-ILS 23	714-1 250 (300-1)			
S-LOC 23	860-1 396 (400-1)			860-1¼ 396 (400-1¼)
CIRCLING	900-1 429 (500-1)	940-1 469 (500-1)	940-1½ 469 (500-1½)	1040-2 569 (600-2)





APP CRS	Rwy Idg	<b>6021</b>
<b>049°</b>	TDZE	<b>467</b>
	Apt Elev	<b>471</b>

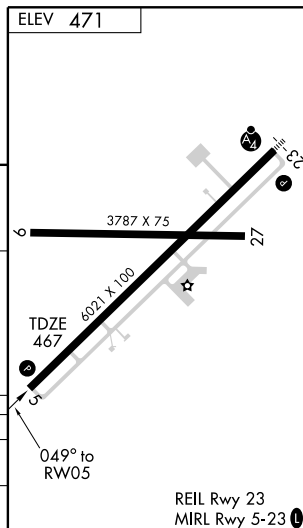
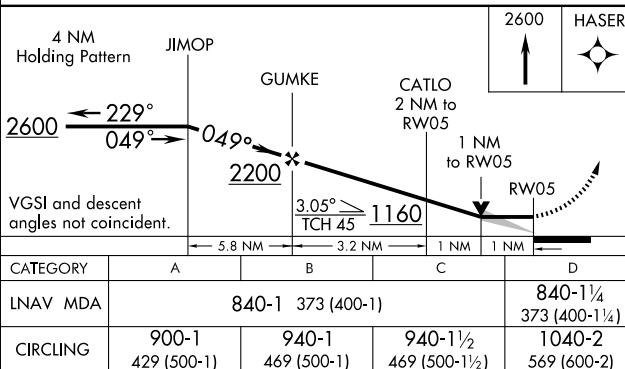
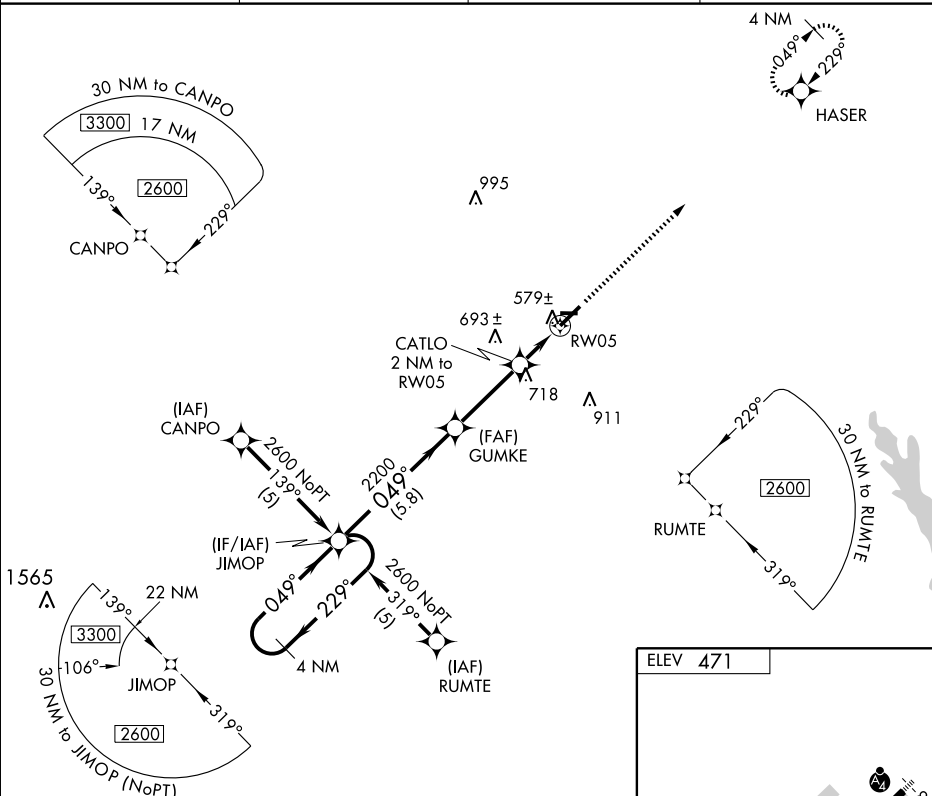
# RNAV (GPS) RWY 5

AMERICUS/SOUTHER FIELD (ACJ)



DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 direct HASER WP and hold.

AWOS-3  
**128.375**ATLANTA APP CON ★  
**125.5 323.1**ATLANTA CLNC DEL  
**119.95**UNICOM  
**122.8 (CTAF) 0**

APP CRS	Rwy Idg	<b>6021</b>
<b>229°</b>	TDZE	<b>464</b>
	Apt Elev	<b>471</b>

# RNAV (GPS) RWY 23

AMERICUS/SOUTHER FIELD (ACJ)

**V** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).  
**Δ** NA DME/DME RNP-0.3 NA. Inoperative table does not apply.

MALSF



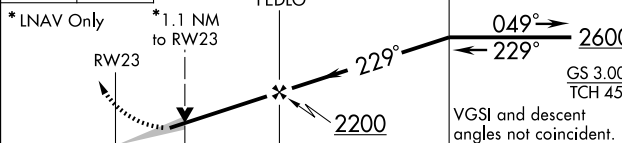
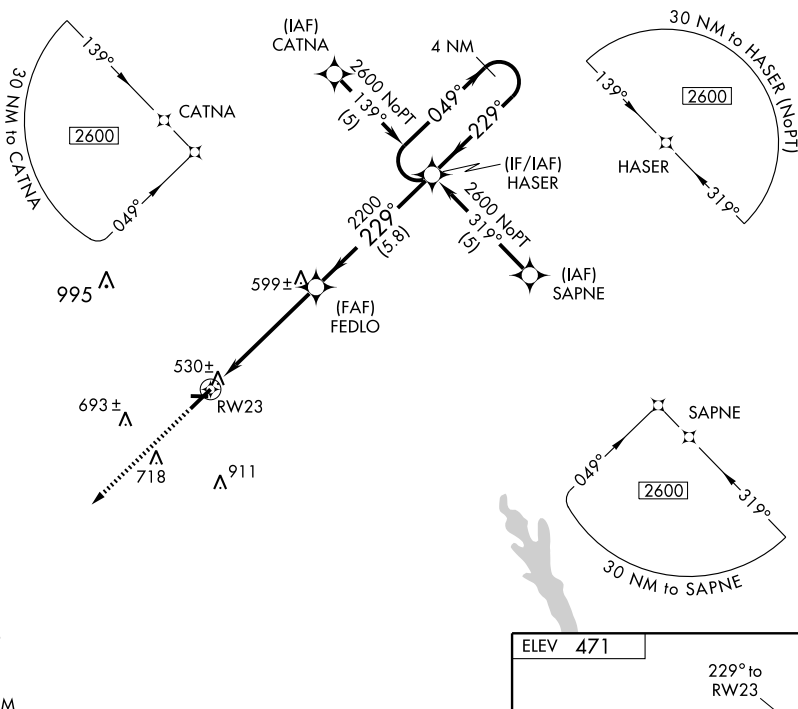
MISSED APPROACH: Climb to 2600  
 direct JIMOP WP and hold.

AWOS-3  
**128.375**

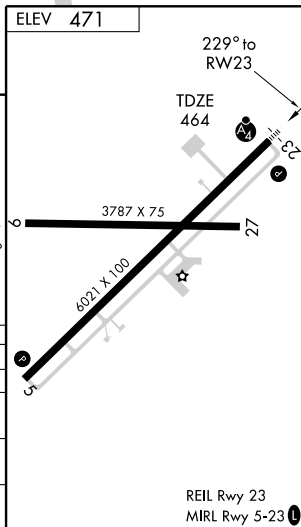
ATLANTA APP CON ★  
**125.5 323.1**

ATLANTA CLNC DEL  
**119.95**

UNICOM  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	830-1 ¼ 366 (400-1 ¼)			
LNAV MDA	840-1 376 (400-1)			840-1 ¼ 376 (400-1 ¼)
CIRCLNG	900-1 ¼ 429 (500-1 ¼)	940-1 ¼ 469 (500-1 ¼)	940-1 ½ 469 (500-1 ½)	1040-2 569 (600-2)



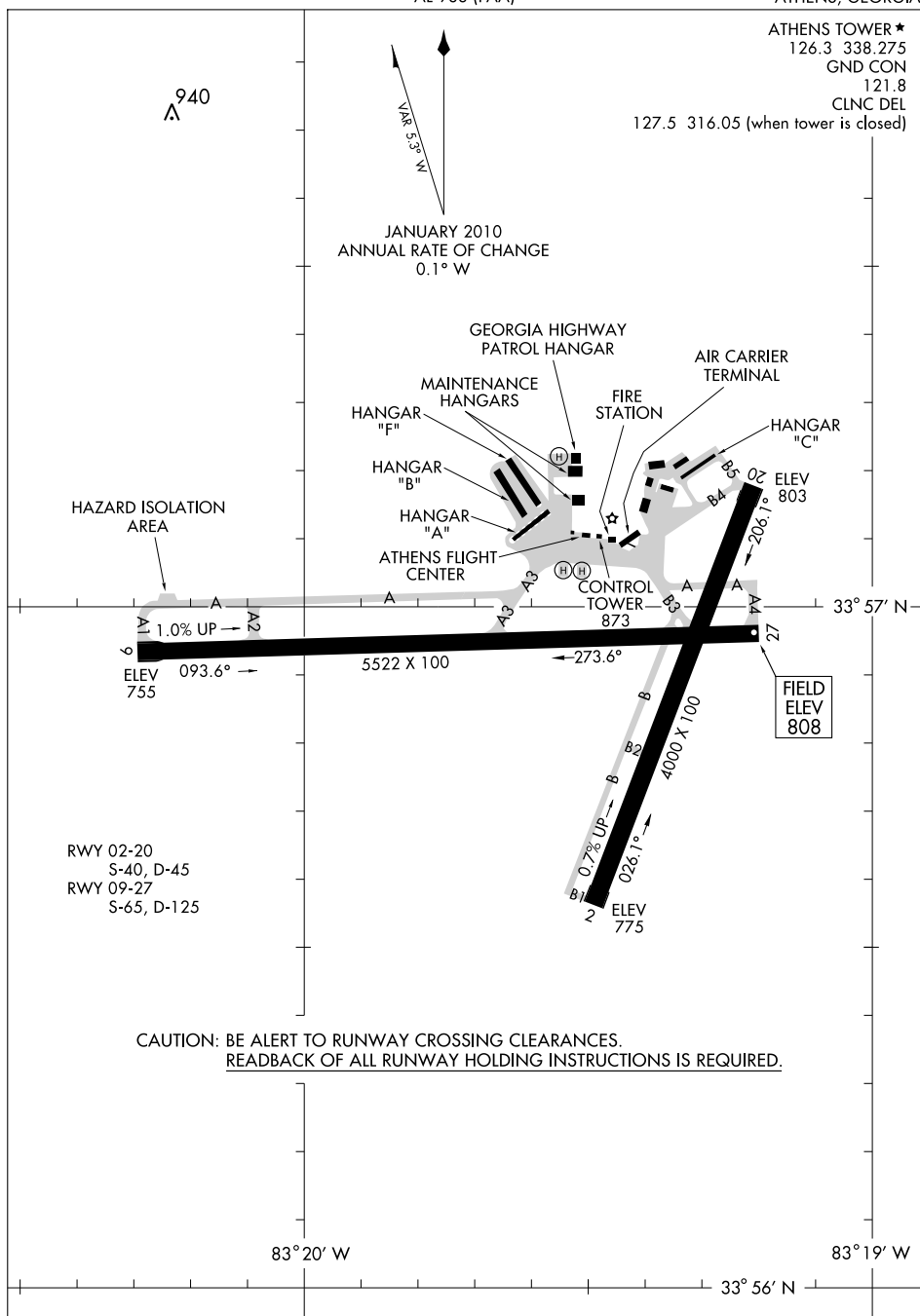
REIL Rwy 23  
 MIRL Rwy 5-23 0

## AIRPORT DIAGRAM

ATHENS/ BEN EPPS (AHN)

ATHENS, GEORGIA

SE-4, 26 AUG 2010 to 23 SEP 2010



SE-4, 26 AUG 2010 to 23 SEP 2010

## AIRPORT DIAGRAM

ATHENS, GEORGIA

ATHENS/ BEN EPPS (AHN)

## ASHBURN

TURNER CO (75J) 2 SE UTC-5(-4DT) N31°41.14' W83°37.93'

JACKSONVILLE

389 B NOTAM FILE MCN

RWY 16-34: H3204X50 (ASPH) S-30 MIRL

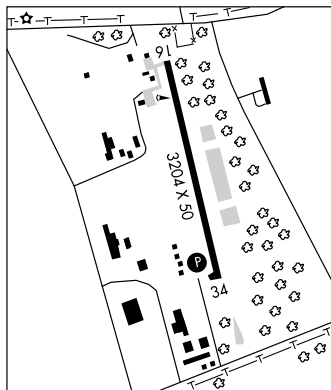
RWY 16: Trees. RWY 34: PAPI(P2L). Trees.

**AIRPORT REMARKS:** Unattended. Rotating bcn located ¼ mile N.W. of arpt. MIRL Rwy 16-34 opr dusk-0500Z†, after 0500Z†, ACTIVATE MIRL Rwy 16-34 and PAPI Rwy 34—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.7**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCN.

VIENNA (L) VORTAC 116.5 VNA Chan 112 N32°12.81' W83°29.84' 191° 32.3 NM to fld. 300/01E.

L-18J



ATHENS/BEN EPPS (AHN) 3 E UTC-5(-4DT) N33°56.92' W83°19.58'

ATLANTA

808 B S4 FUEL 100LL, JET A1 TPA—See Remarks ARFF Index—See Remarks

H-9B, 12F, L-18J

NOTAM FILE AHN

IAP, AD

RWY 09-27: H5522X100 (ASPH-GRVD) S-65, D-125

MIRL 1.0% up E

RWY 09: PAPI(P4L)—GA 3.0° TCH 39'.

RWY 27: ODALS. REIL. VASI(V4L)—GA 3.0° TCH 34'.

RWY 02-20: H4000X100 (ASPH) S-40, D-45 MIRL 0.7% up N

RWY 02: VASI(V4L)—GA 3.75° TCH 43'. Trees.

RWY 20: PAPI(P4L). Trees.

**AIRPORT REMARKS:** Attended 1100-0300Z†. TPA—for light acft 1800 (992), for jets 2300 (1492). Class II, ARFF Index A. CLOSED to unscheduled air carrier opr with more than 30 passenger seats except 24 hrs PPR call arpt manager 706-613-3420. Index B ARFF equipment is avbl. Rwy 02-20 non-air carrier only. Noise sensitive area south of arpt, ctc FBO for information. ACTIVATE PAPI Rwys 09 and 20, REIL Rwy 27 and ODALS Rwy 27—CTAF. When twr clsd MIRL Rwy 09-27 preset low ints; to increase ints ACTIVATE—CTAF.

**WEATHER DATA SOURCES:** ASOS 132.875 (706) 613-7373.

HIWAS 109.6 AHN.

**COMMUNICATIONS:** CTAF 126.3 UNICOM 122.95

RCO 122.1R 109.6T (MACON RADIO)

Ⓡ ATLANTA APP/DEP CON 132.475 (blo 7000') 127.5 (abv 7000') (1115-0500Z†)

ATLANTA CLNC DEL 127.5 (when twr clsd)

Ⓡ ATLANTA CENTER APP/DEP CON 127.5 (0500-1115Z†)

TOWER 126.3 (1300-0100Z†) GND CON 121.8

**AIRSPACE:** CLASS D svc 1300-0100Z† other times CLASS E.**RADIO AIDS TO NAVIGATION:** NOTAM FILE AHN.

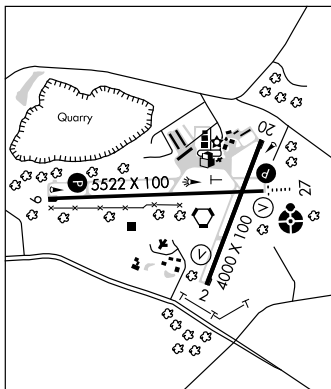
(H) VORTAC 109.6 AHN Chan 33 N33°56.86' W83°19.49' at fld. 790/00E. HIWAS.

TACAN DME unusable 171°-181° byd 28 NM blo 4000'.

BULLDOG NDB (MHW) 221 BJT N33°57.09' W83°13.18' 271° 5.3 NM to fld.

NDB unmonitored 0300-1100Z†.

ILS 110.95 I-AHN Rwy 27. Class IB. Localizer unmonitored 0300-1100Z†.



ATLANTA N33°37.75' W84°26.11' NOTAM FILE ATL.

ATLANTA

(H) VORTAC 116.9 ATL Chan 116 at Hartsfield-Jackson Atlanta Intl. 1000/00E.

H-9A, L-18J, A

RCO 122.1R 116.9T (MACON RADIO)

RCO 122.6 122.2 (MACON RADIO)

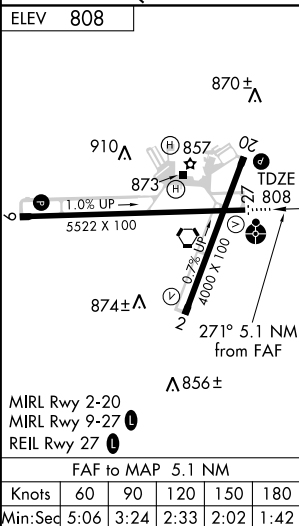
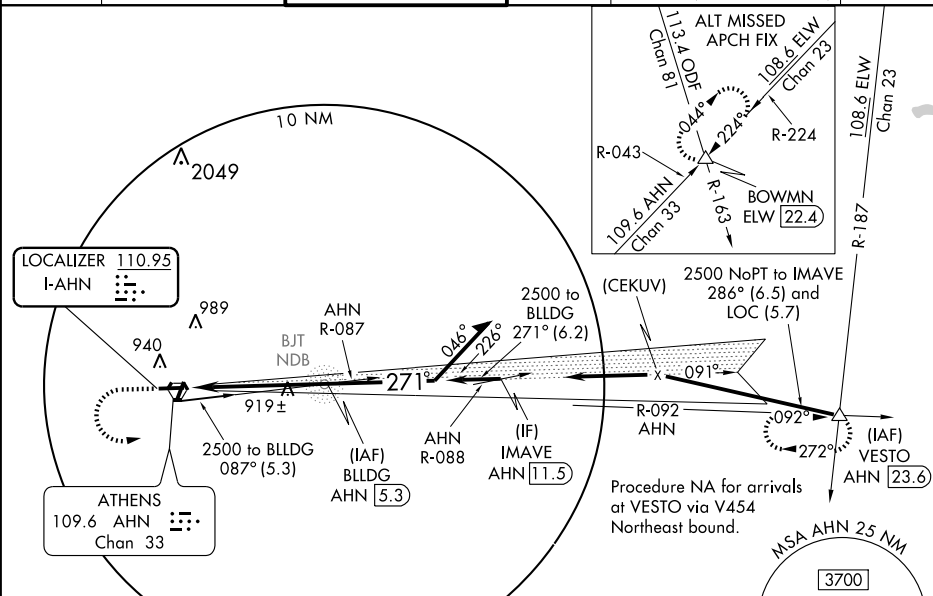
LOC I-AHN <b>110.95</b>	APP CRS <b>271°</b>	Rwy Idg TDZE Apt Elev	<b>5522</b> <b>808</b> <b>808</b>
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# ILS or LOC/DME RWY 27

ATHENS/BEN EPPS (AHN)

<p>▼ <b>DME from AHN VORTAC. Simultaneous reception of I-AHN and AHN DME Required. When local altimeter setting not received, use Winder altimeter setting and increase DA 59 feet, and all visibilities ¼ mile, increase all MDA 60 feet and S-LOC 27 visibility Cat. C ½ mile and D ¼ mile. Inoperative table does not apply to S-LOC 27 Cat. C when using Winder altimeter setting.</b></p>	<p><b>ODALS</b></p> <p>MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 via heading 060° and AHN VORTAC R-092 to VESTO Int/AHN 23.6 DME and hold.</p>
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ASOS <b>132.875</b>	ATLANTA APP CON★ <b>132.475 291.1</b>	ATHENS TOWER★ <b>126.3 (CTAF) 338.275</b>	GND CON <b>121.8</b>	CLNC DEL <b>127.5</b> (when tower closed) <b>316.05</b> (when tower closed)	UNICOM <b>122.95</b>
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1500	2500	VESTO	BLDG AHN 5.3	Remain within 10 NM
↑	HDG 060° AHN R-092 109.6	△	2500	091°
VGSI and ILS glidepath not coincident.				
5.1 NM				
CATEGORY	A	B	C	D
S-ILS 27	1008-¾ 200 (200-¾)			
S-LOC 27	1180-¾ 372 (400-¾)			1180-1¼ 372 (400-1¼)
CIRCLING	1240-1 432 (500-1)	1260-1 452 (500-1)	1260-1½ 452 (500-1½)	1360-2 552 (600-2)

NDB BJT <b>221</b>	APP CRS <b>272°</b>	Rwy Idg TDZE Apt Elev	<b>5522</b> <b>808</b> <b>808</b>
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# NDB RWY 27

## ATHENS/BEN EPPS (AHN)

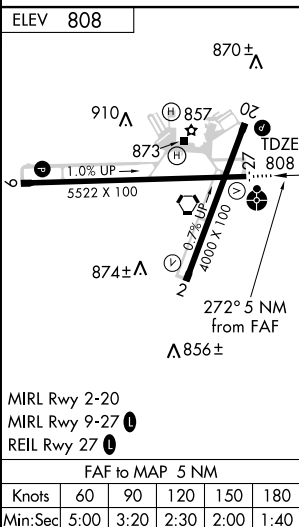
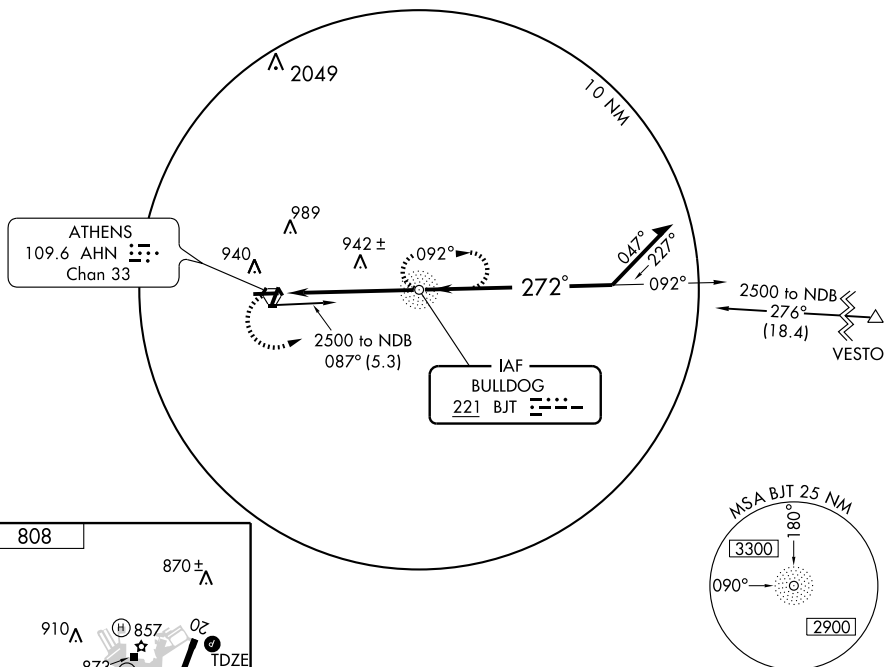
When local altimeter setting not received, use Winder altimeter setting and increase all MDA 60 feet and increase S-27 Cats. C and D visibility ¼ mile. Inoperative table does not apply to Cat. C.

ODALS



MISSED APPROACH: Climbing left turn to 2500 direct BJT NDB and hold.

ASOS <b>132.875</b>	ATLANTA APP CON★ <b>132.475 291.1</b>	ATHENS TOWER★ <b>126.3 (CTAF) 0 338.275</b>	GND CON <b>121.8</b>	CLNC DEL <b>127.5</b> (when tower closed) <b>316.05</b> (when tower closed)	UNICOM <b>122.95</b>
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CATEGORY	A		B		C		D	
	1300- <sup>3</sup> / <sub>4</sub>		492 (500- <sup>3</sup> / <sub>4</sub> )		1300-1 <sup>1</sup> / <sub>4</sub>		1300-1 <sup>1</sup> / <sub>2</sub>	
CIRCLING	1300-1		492 (500-1)		1300-1 <sup>1</sup> / <sub>2</sub>		1360-2	
					492 (500-1 <sup>1</sup> / <sub>2</sub> )		552 (600-2)	

APP CRS	Rwy Idg	<b>4000</b>
<b>024°</b>	TDZE	<b>805</b>
	Apt Elev	<b>808</b>

# RNAV (GPS) RWY 2

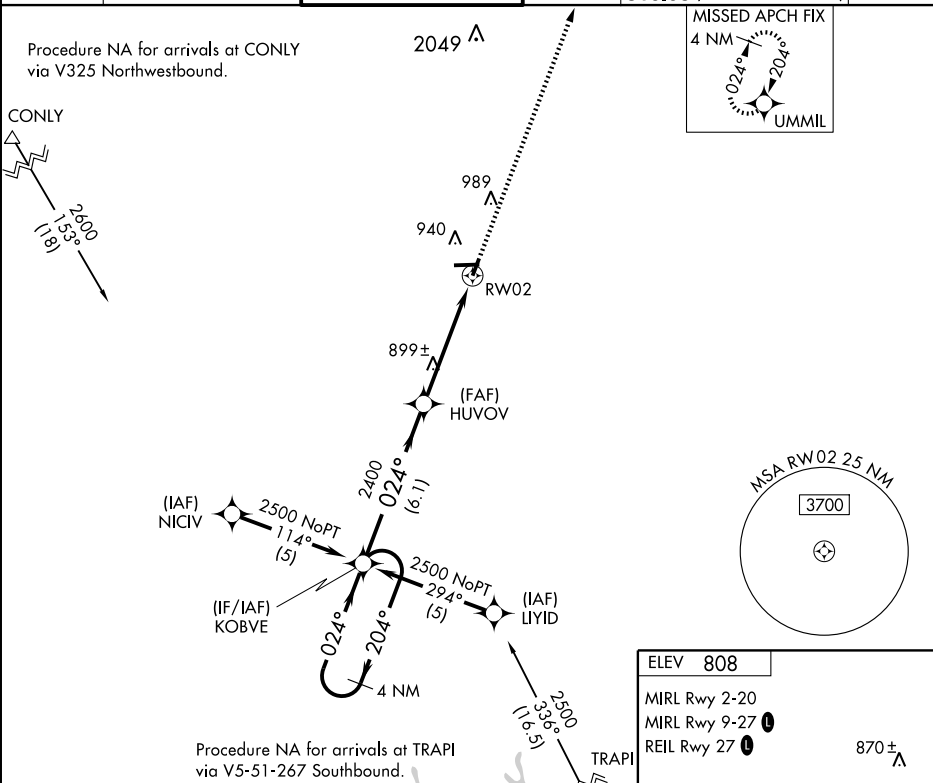
## ATHENS/BEN EPPS (AHN)

**▼** When local altimeter setting not received, use Winder altimeter setting and increase all MDA 60 feet; increase LNAV Cats. C and D visibility ¼ mile.  
**▲** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

**MISSED APPROACH:** Climb to 3100 direct UMMIL and hold.

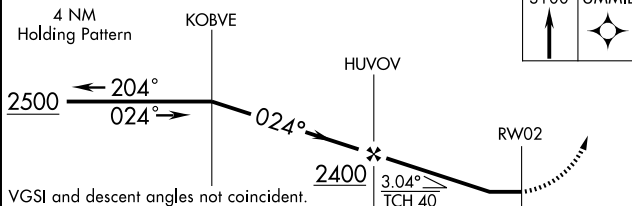
ASOS <b>132.875</b>	ATLANTA APP CON* <b>132.475 291.1</b>	ATHENS TOWER* <b>126.3 (CTAF) 0 338.275</b>	GND CON <b>121.8</b>	CLNC DEL <b>127.5</b> (when tower closed) <b>316.05</b> (when tower closed)	UNICOM <b>122.95</b>
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Procedure NA for arrivals at CONLY via V325 Northwestbound.



Procedure NA for arrivals at TRAPI via V5-51-267 Southbound.

4 NM  
Holding Pattern



VGSI and descent angles not coincident.

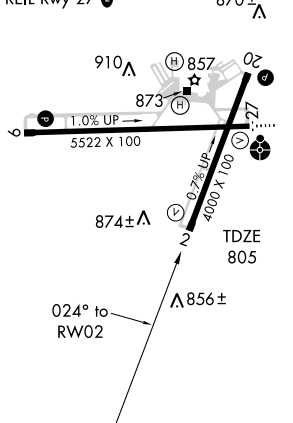
CATEGORY	A	B	C	D
LNAV MDA	1200-1	395 (400-1)	1200-1¼	395 (400-1¼)
CIRCLING	1240-1 432 (500-1)	1260-1 452 (500-1)	1260-1½ 452 (500-1½)	1360-2 552 (600-2)

ELEV 808

MIRL Rwy 2-20

MIRL Rwy 9-27

REIL Rwy 27



APP CRS **091°** Rwy Idg **5522**  
 TDZE **778**  
 Apt Elev **808**

# RNAV (GPS) RWY 9

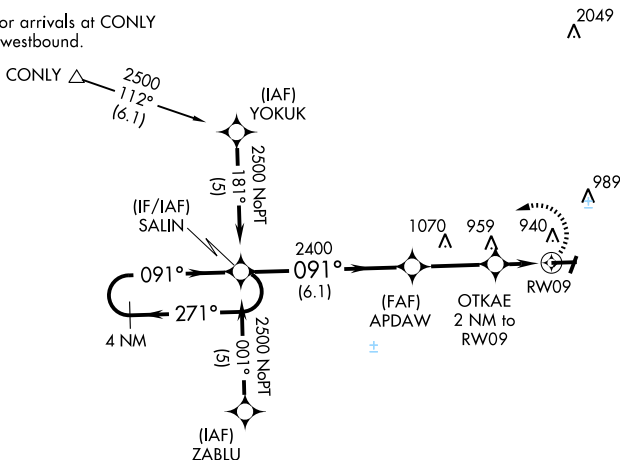
ATHENS/BEN EPPS (AHN)

**V** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Winder altimeter setting and increase all MDA 60 feet; increase LNAV Cts. C and D visibility ¼ mile.

**MISSED APPROACH:** Climbing left turn to 2500 direct SALIN and hold.

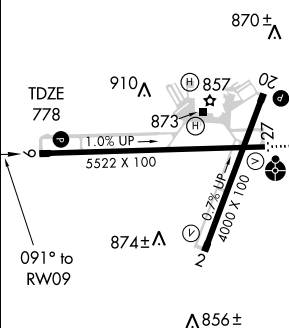
ASOS <b>132.875</b>	ATLANTA APP CON★ <b>132.475 291.1</b>	ATHENS TOWER★ <b>126.3 (CTAF) 0 338.275</b>	GND CON <b>121.8</b>	CLNC DEL <b>127.5</b> (when tower closed) <b>316.05</b> (when tower closed)	UNICOM <b>122.95</b>
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Procedure NA for arrivals at CONLY via V325 Northwestbound.



ELEV **808**

Procedure NA for arrivals at MADDI via V20-35-66 Southbound.



MIRL Rwy 2-20  
 MIRL Rwy 9-27 **1**  
 REIL Rwy 27 **1**

ATHENS, GEORGIA  
 Orig 08325

4 NM Holding Pattern		SALIN		APDAW		OTKAE 2 NM to RW09	
2500		271°		091°		3.04° TCH 39	
2500		091°		2400		1440	
		6.1 NM		3 NM		2 NM	
CATEGORY	A		B		C		D
LNAV MDA	1260-1		482 (500-1)		1260-1½ 482 (500-1½)		1260-1½ 482 (500-1½)
CIRCLING	1260-1		452 (500-1)		1260-1½ 452 (500-1½)		1360-2 552 (600-2)

33° 57'N - 83° 20'W

# RNAV (GPS) RWY 9



APP CRS	Rwy Idg	<b>4000</b>
<b>204°</b>	TDZE	<b>807</b>
	Apt Elev	<b>808</b>

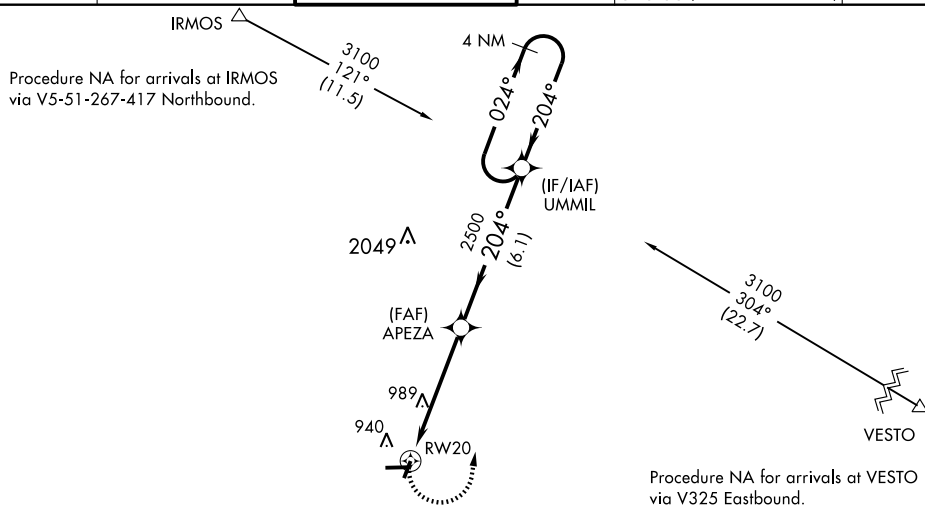
**RNAV (GPS) RWY 20**

ATHENS/BEN EPPS (AHN)

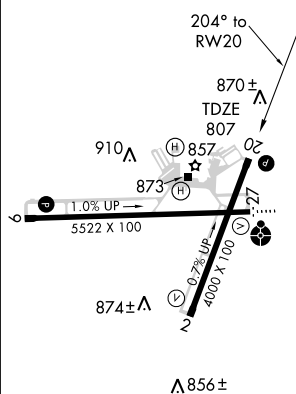
When local altimeter setting not received, use Winder altimeter setting and increase all MDA 60 feet.  
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 3100 direct UMMIL and hold.

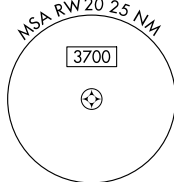
ASOS <b>132.875</b>	ATLANTA APP CON ★ <b>132.475 291.1</b>	ATHENS TOWER ★ <b>126.3 (CTAF) 338.275</b>	GND CON <b>121.8</b>	CLNC DEL <b>127.5</b> (when tower closed) <b>316.05</b> (when tower closed)	UNICOM <b>122.95</b>
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ELEV 808





MIRL Rwy 2-20  
MIRL Rwy 9-27  
REIL Rwy 27



3100

UMMIL





4 NM Holding Pattern

UMMIL

024°

204°

3100

APEZA

2500

204°

3.04°

TCH 55

RW20

5.1 NM

6.1 NM

CATEGORY	A	B	C	D
LNVA MDA	1240-1	433 (500-1)	1240-1¼ 433 (500-1¼)	1240-1½ 433 (500-1½)
CIRCLING	1240-1 432 (500-1)	1260-1 452 (500-1)	1260-1½ 452 (500-1½)	1360-2 552 (600-2)

WAAS CH <b>69503</b> <b>W27A</b>	APP CRS <b>271°</b>	Rwy Idg <b>5522</b> TDZE <b>808</b> Apt Elev <b>808</b>
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# RNAV (GPS) RWY 27

## ATHENS/BEN EPPS (AHN)

ATHENS/BEN EPPS (AHN)

**T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Winder altimeter setting and increase all DA 59 feet and all MDA 60 feet; increase LPV visibility to 1 mile all Cats., LNAV/VNAV visibility to 1½ mile all Cats., and LNAV Cat. D visibility to 1¼ mile. Baro-VNAV and VDP NA when using Winder altimeter setting. Inoperative table does not apply to LNAV/VNAV all Cats. when using Winder altimeter setting.

ODALS

**MISSED APPROACH:** Climb to 2500 direct SALIN and hold.

ASOS  
132.875

ATLANTA APP CON★  
132.475 291.1

ATHENS TOWER★  
126.3 (CTAF) 338.275

GND CO  
121.8


CLNC DEL  
127.5 (when tower closed)  
316.05 (when tower closed)

UNICOM  
122.95

Procedure NA for arrivals at BOWMN  
via V20-35 Northeastbound.

A 2049

MISSED APCH FIX



Procedure NA for arrivals at  
CORVI via V5-51-267  
Southbound.

2500	SALIN
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VGSI and RNAV glidepath not coincident.

4 NM  
Holding Pattern

\* LNAV only.

\*LNAV only.

FEXUK 1.5 NM to RW27

0.9 NM to RW27

RW27

0.9

0.6

3.6 NM

6.2 NM

271°

091°

2500

GS 3.00°

TCH 45

\*1320

CATEGORY	A	B	C	D
LPV DA	1058- <sup>3</sup> / <sub>4</sub> 250 (300- <sup>3</sup> / <sub>4</sub> )			
LNAV/ VNAV DA	1120- <sup>3</sup> / <sub>4</sub>	312 (400- <sup>3</sup> / <sub>4</sub> )		1120-1 312 (400-1)
LNAV MDA	1140- <sup>3</sup> / <sub>4</sub> 332 (400- <sup>3</sup> / <sub>4</sub> )			1140-1 332 (400-1)
CIRCLING	1240-1 432 (500-1)	1260-1 452 (500-1)	1260-1 <sup>1</sup> / <sub>2</sub> 452 (500-1 <sup>1</sup> / <sub>2</sub> )	1360-2 552 (600-2)

MIRL Rwy 2-20  
MIRL Rwy 9-27 **L**  
REIL Rwy 27 **L**

ATHENS, GEORGIA  
Orig 08325

33° 57' N - 83° 20' W

ATHENS/BEN EPPS (AHN)

RNAV (GPS) RWY 27

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4. 26 AUG 2010 to 23 SEP 2010

VORTAC AHN	APP CRS	Rwy ldg	4000
109.6	014°	TDZE	805
Chan 33		Apf Elev	808

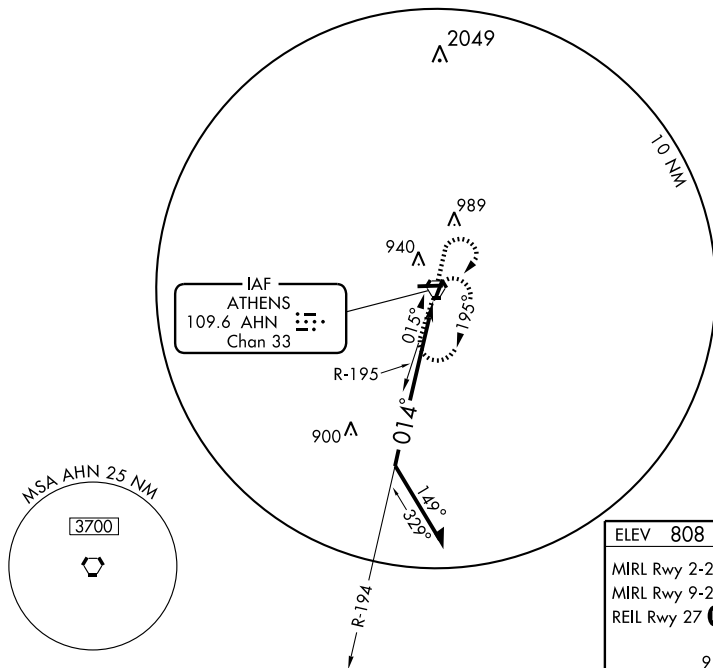
# VOR RWY 2

## ATHENS/BEN EPPS (AHN)

▼ Visibility reduction by helicopters NA.  
 ▲ When local altimeter setting not received, use Winder altimeter setting and increase all MDA 60 feet, and S-2 Cat. D visibility ¼ mile.

MISSED APPROACH: Climb to 2100 then climbing right turn to 2300 direct AHN VORTAC and hold.

ASOS 132.875	ATLANTA APP CON★ 132.475 291.1	ATHENS TOWER★ 126.3 (CTAF) 338.275	GND CON 121.8	CLNC DEL 127.5 (when tower closed) 316.05 (when tower closed)	UNICOM 122.95
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Remain within 10 NM

VORTAC

2100

2300

AHN

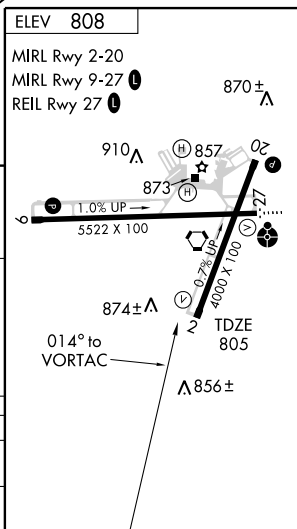
109.6

2300

194°

014°

CATEGORY	A	B	C	D
S-2	1220-1	415 (500-1)		1220-1¼ 415 (500-1¼)
CIRCLING	1240-1 432 (500-1)	1260-1 452 (500-1)	1260-1½ 452 (500-1½)	1360-2 552 (600-2)



VORTAC AHN	APP CRS	Rwy ldg	5522
109.6	261°	TDZE	808
Chan 33		Apt Elev	808

# VOR RWY 27

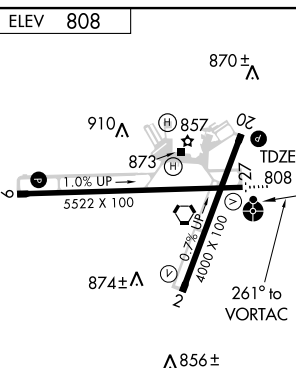
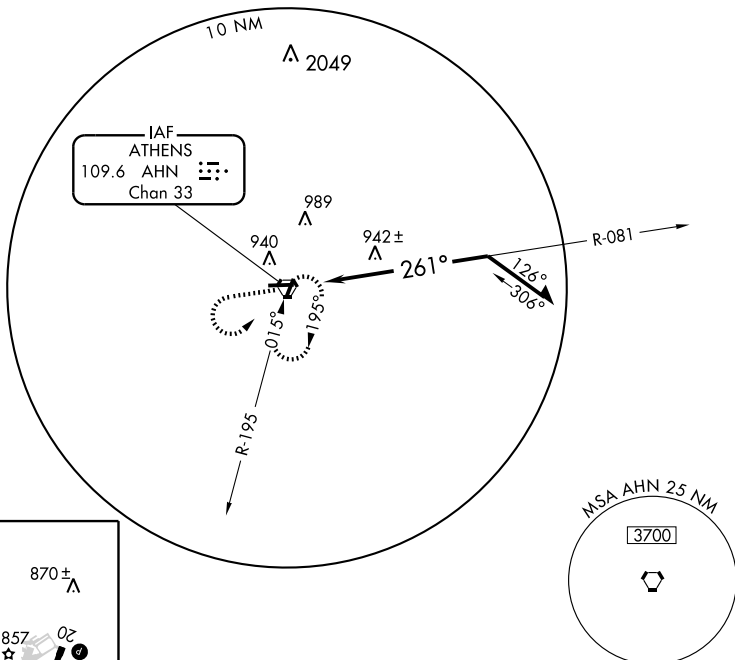
## ATHENS/BEN EPPS (AHN)

When local altimeter setting not received, use Winder altimeter setting and increase all MDA 60 feet; increase S-27 Cats. C and D visibility ¼ mile. VDP NA when using Winder altimeter setting. Inoperative table does not apply to Cat. C.



MISSED APPROACH: Climb to 2400 then left turn direct AHN VORTAC and hold.

ASOS	ATLANTA APP CON★	ATHENS TOWER★	GND CON	CLNC DEL	UNICOM
132.875	132.475 291.1	126.3 (CTAF) 0 338.275	121.8	127.5 (when tower closed) 316.05 (when tower closed)	122.95



ELEV 808		2400		AHN 109.6		VORTAC		Remain within 10 NM	
1.0% UP		0.7% UP		261° to VORTAC		081°		2400	
5522 X 100		4000 X 100		808		AHN 1.6		261°	
870±		874±		856±		0.3		1.4	
CATEGORY		A		B		C		D	
S-27		1300-¾		492 (500-¾)		1300-1¼		1300-1½	
						492 (500-1¼)		492 (500-1½)	
CIRCLING		1300-1		492 (500-1)		1300-1½		1360-2	
						492 (500-1½)		552 (600-2)	

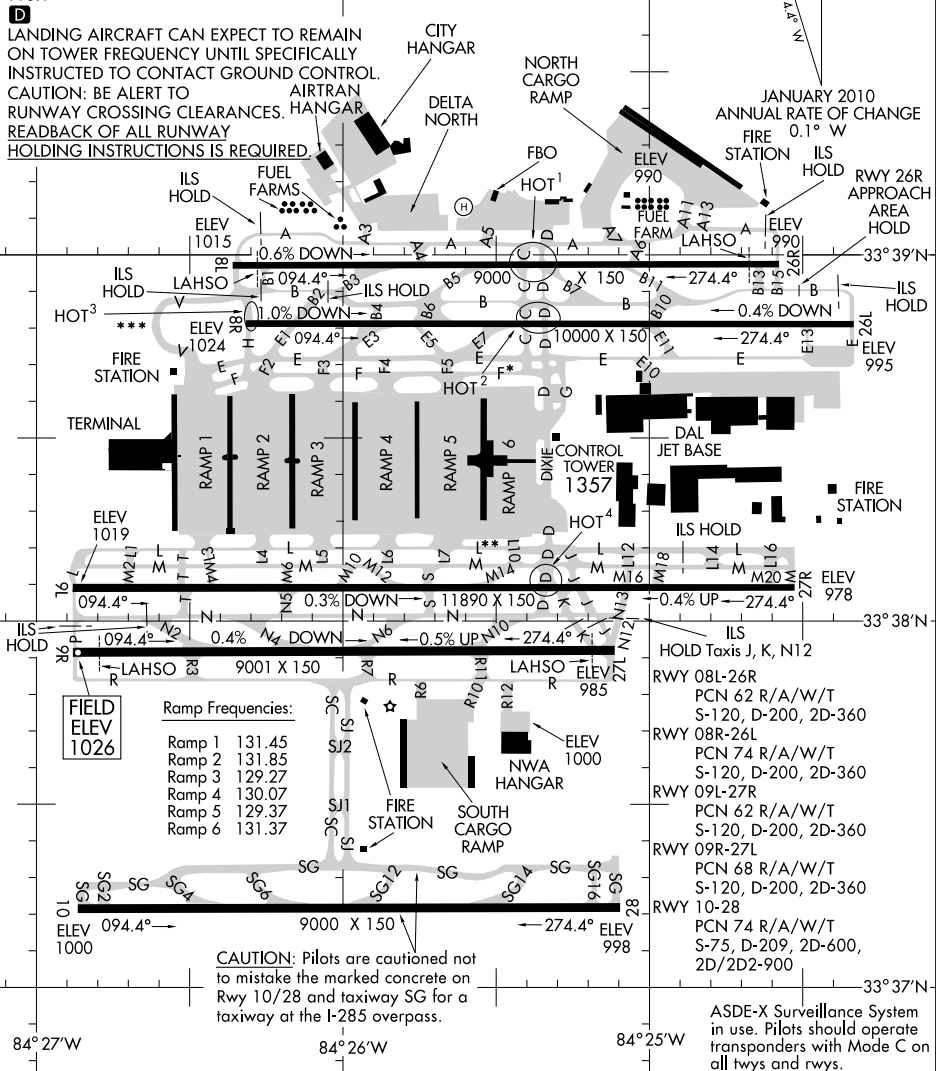
MIRL Rwy 2-20  
MIRL Rwy 9-27  
REIL Rwy 27

# AIRPORT DIAGRAM

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)  
AL-26 (FAA) ATLANTA, GEORGIA

ATIS ARR 119.65  
DEP 125.55  
ATLANTA TOWER  
119.1 381.6 Rwy 8L-26R  
125.325 381.6 Rwy 8R-26L  
119.3 381.6 Rwy 9R-27L  
123.85 381.6 Rwy 9L-27R  
119.5 381.6 Rwy 10-28  
GND CON  
121.9 381.6 (Rwys 8L-26R, 8R-26L)  
121.75 381.6 (Rwys 9L-27R, 9R-27L)  
121.65 381.6 (Rwy 10-28)  
CLNC DEL  
118.1

\*Group VI aircraft are restricted from using Taxiway Foxtrot east of Ramp 5 North to the west side of Taxiway Charlie.  
\*\*Group VI aircraft are restricted from using Taxiway Lima east of Ramp 5 South to west of Ramp 6 South.  
\*\*\*Aircraft with wingspan greater than 171' are restricted from using Taxiway Victor.



SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM

ATLANTA, GEORGIA  
ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

**HARTSFIELD-JACKSON ATLANTA INTL**

(ATL) 6 S UTC-5(-4DT)

N33°38.20' W84°25.68'

ATLANTA

1026 B S4 FUEL 100, 100LL, JET A OX 1, 2, 3, 4 LRA

Class I, ARFF Index E

H-9A, 12F, L-18J, A

IAP, AD

NOTAM FILE ATL

**RWY 09L-27R:** H11890X150 (CONC-GRVD) S-120, D-200,

2D-360 PCN 62 R/A/W/T HIRL CL

**RWY 09L:** MALSR. PAPI(P4R)—GA 3.0° TCH 56'. Concrete Hopper. 0.3% down.**RWY 27R:** MALSR. PAPI(P4R)—GA 3.0° TCH 56'. 0.4% up.**RWY 08R-26L:** H10000X150 (CONC-GRVD) S-120, D-200, 2D-360

PCN 74 R/A/W/T HIRL CL

**RWY 08R:** TDZL. PAPI(P4L)—GA 3.0° TCH 53'. Railroad. 1.0% down.**RWY 26L:** MALSR. PAPI(P4L). TCH 52'. Vent pipe. 0.4% down.**RWY 09R-27L:** H9001X150 (CONC-GRVD) S-120, D-200, 2D-360

PCN 68 R/A/W/T HIRL CL

**RWY 09R:** ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 54'. Tower. 0.4% down.**RWY 27L:** MALSR. TDZL. PAPI(P4R)—GA 3.0° TCH 67'. 0.5% up.**RWY 08L-26R:** H9000X150 (CONC-GRVD) S-120, D-200, 2D-360

PCN 62 R/A/W/T HIRL CL

**RWY 08L:** ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 59'. Sign. 0.6% down.**RWY 26R:** MALSR. TDZL. PAPI(P4L). TCH 58'. Antenna.**RWY 10-28:** H9000X150 (CONC-GRVD) S-75, D-209, 2D-600, 2D/2D2-900 PCN 74 R/A/W/T

HIRL CL

**RWY 10:** ALSF2. TDZL. Sign. Rgt tfc.**RWY 28:** ALSF2. TDZL. Tower.**LAND AND HOLD SHORT OPERATIONS**

LANDING	HOLD SHORT POINT	DIST AVBL
<b>RWY 08L</b>	TWY B13	8490
<b>RWY 09R</b>	TWY J	8620
<b>RWY 26R</b>	TWY H	8600
<b>RWY 27L</b>	TWY P	8600

**RUNWAY DECLARED DISTANCE INFORMATION**

<b>RWY 08L:</b>	TORA-9000	TODA-9000	ASDA-8800	LDA-8800
<b>RWY 09L:</b>	TORA-11890	TODA-11890	ASDA-11730	LDA-11730
<b>RWY 09R:</b>	TORA-9000	TODA-9000	ASDA-9000	LDA-9000
<b>RWY 26R:</b>	TORA-9000	TODA-9000	ASDA-8800	LDA-8800
<b>RWY 27L:</b>	TORA-9000	TODA-9000	ASDA-8865	LDA-8865
<b>RWY 27R:</b>	TORA-11890	TODA-11890	ASDA-11690	LDA-11690

**AIRPORT REMARKS:** Attended continuously. Unlgt'd 170 ft AGL twr 3 mi WNW. Group VI acft (Lockheed Galaxy-C-5, Antonov AN-124 and AN-125) with a wingspan of greater than 214' are restricted from using Twy L east of Ramp 6 south to the west side of Ramp 6 south, and Twy F east of ramp 5 north and west of Twy Dixie. Acft with wingspan greater than 171' are restricted from using Twy V. ASDE-X surveillance system in use: pilots should opr transponders with Mode C on all twys and rwy. Noise and operations monitoring system (NOMS) program in effect; call the Atlanta Dept of Aviation 770-43-noise or 770-436-6473 for more info. All runways, touch and go operations, low approaches, and practice instrument approaches not permitted. Preferential rwy use in effect, expect to use Rwy 08R-26L, 09L-27R for depts; Rwy 08L-26R, 09R-27L are used primarily for arrivals. Rwy 09L departures can expect intersection departure from M2 with rwy remaining 10,940'. Runups are permitted at various sites; coordinate use of city facilities, movement areas, allowable non-movement areas with Dept of Aviation operations, 404-530-6620; and coordinate the use of the airlines' facilities with them. Rwy 10 touchdown, midfield and rollout runway visual range avbl. Rwy 28 touchdown, midfield and rollout runway visual range avbl. Ldg fee. Flight Notification Service (ADCUS) avbl. NOTE: See Special Notices—Continuous Power Facilities.

**WEATHER DATA SOURCES:** ASOS (404) 762-1121. LLWAS. TDWR.**COMMUNICATIONS:** D-ATIS ARR 119.65 (404) 763-7988. D-ATIS DEP 125.55 UNICOM 122.95

ATLANTA RCO 122.1R, 116.9T (MACON RADIO)

Ⓡ ATLANTA APP CON 127.9

ATLANTA TOWER 125.325 (Rwy 08R-26L) 123.85 (Rwy 09L-27R) 119.5 (Rwy 10-28) 119.3 (Rwy 09R-27L) 119.1 (Rwy 08L-26R)

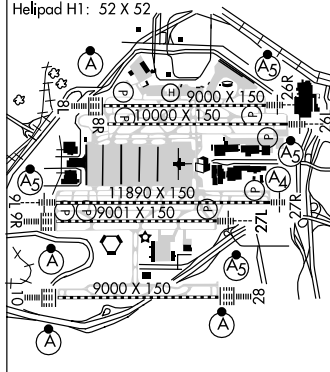
GND CON 121.75 (Rwys 09L-27R, 09R-27L) 121.9 (Rwys 08R-26L, 08L-26R) 121.65 (Rwy 10-28)

CLNC DEL 118.1

Ⓡ ATLANTA DEP CON 125.65 (Rwys 09L-27R and 09R-27L) 135.375 (Rwy 10-28) 125.7 (08L-26R and 08R-26L)

**AIRSPACE:** CLASS B See VFR Terminal Area Chart.

Helipad H1: 52 X 52



CONTINUED FROM PRECEDING PAGE

RADIO AIDS TO NAVIGATION: NOTAM FILE ATL.

ATLANTA (H) VORTAC 116.9 ATL Chan 116 N33°37.75' W84°26.11' at fld. 1000/00E.  
 REDAN NDB (MHW/LOM) 266 BR N33°38.72' W84°18.68' 267° 5.9 NM to fld.  
 ILS/DME 109.9 I-ATL Chan 36 RWY 08R.  
 ILS/DME 108.9 I-FUN Chan 26 RWY 09R. Class IIIE.  
 ILS/DME 110.5 I-HZK Chan 42 Rwy 09L. LOC unusable byd 25° N of centerline.  
 ILS/DME 108.7 I-BRU Chan 24 Rwy 26L. LOM REDAN NDB.  
 ILS/DME 108.5 I-FSQ Chan 22 Rwy 27L.  
 ILS/DME 111.3 I-AFA Chan 50 Rwy 27R. SHUTDOWN.  
 ILS/DME 109.3 I-HFW Chan 30 Rwy 08L. Class IIIE. LOM CATT A NDB. LOC unusable byd 30° right of centerline.  
 ILS/DME 110.1 I-GXZ Chan 38 Rwy 26R. Class IE. LOM REDAN NDB.  
 ILS/DME 111.55 I-OMO Chan 52(Y) Rwy 10. Class IIID. LOC unusable throughout Zone 5 due to structure at 0.67 NM.  
 ILS/DME 111.75 I-PKU Chan 54(Y) Rwy 28. Class IIIE.

COMM/NAV/WEATHER REMARKS: Be alert to rwy crossing clearances. Readback of all rwy holding instructions is required.

Dual VHF communications rqr for Simultaneous Close Parallel ILS PRM Approaches. Rwy 09L-27R and Rwy 09R-27L Monitor 132.55, Rwy 10-28 Monitor 133.425, Rwy 08L-26R and Rwy 08R-26L 126.9.

.....

HELIPAD H1: H52X52 (ASPH)

NEWNAN COWETA CO (CCO) 4 S UTC-5(-4DT) N33°18.69' W84°46.19'

ATLANTA

970 B S4 FUEL 100LL, JET A1 OX 4 NOTAM FILE CCO

H-9A, 12F, L-181, A

RWY 14-32: H5500X100 (ASPH) S-26, D-37 MIRL 0.7% up NW

IAP

RWY 14: PAPI(P2L)—GA 3.0° TCH 31'. Trees.

RWY 32: MALSR. PAPI(P2L)—GA 3.0° TCH 33'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1200-0100Z, Sat-Sun

1300-2300Z. Birds invof arpt. ACTIVATE MIRL Rwy 14-32, PAPI

Rwy 14 and Rwy 32 and MALSR Rwy 32—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.975 (770) 254-1617

COMMUNICATIONS: CTAF/UNICOM 122.7

® ATLANTA APP/DEP CON 119.8 CLNC DEL 119.8

GCO 121.725 (FLIGHT SERVICES)

RADIO AIDS TO NAVIGATION: NOTAM FILE MCN.

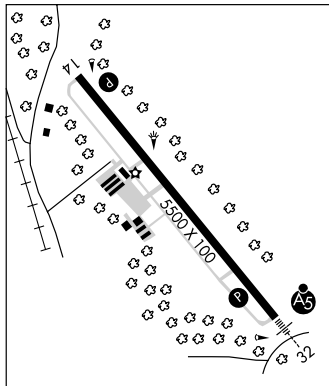
LAGRANGE (H) VORTAC 115.6 LGC Chan 103 N33°02.95'

W85°12.37' 053° 27 NM to fld. 790/01E. HIWAS.

COWETA CO NDB (MHW) 234 EQQ N33°15.42'

W84°42.80' 322° 4.3 NM to fld.

ILS 110.75 I-CCO Rwy 32. LOC only.

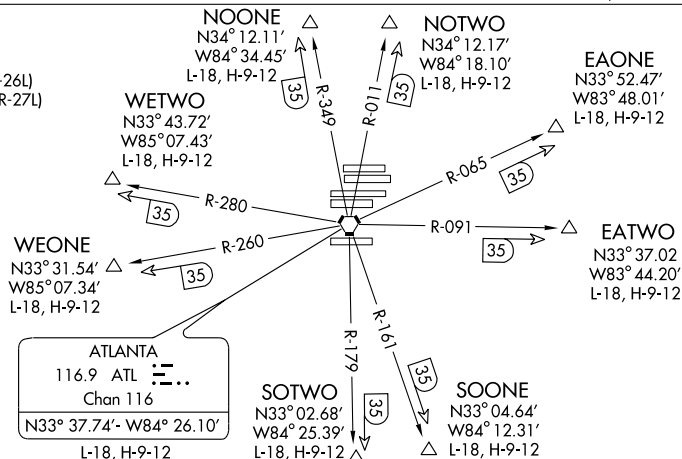


## ATLANTA FIVE DEPARTURE

SL-26 (FAA)

ATLANTA, GEORGIA

ATIS DEP 125.55  
CLNC DEL 118.1  
GND CON  
121.9 381.6 (Rwys 8L-26R, 8R-26L)  
121.75 381.6 (Rwys 9L-27R, 9R-27L)  
121.65 381.6 (Rwy 10-28)  
ATLANTA TOWER  
119.1 381.6 (Rwy 8L-26R)  
125.325 381.6 (Rwy 8R-26L)  
119.3 381.6 (Rwy 9R-27L)  
123.85 381.6 (Rwy 9L-27R)  
119.5 381.6 (Rwy 10-28)  
ATLANTA DEP CON  
125.7 (Rwys 8L-26R, 8R-26L)  
125.65 (Rwys 9L-27R, 9R-27L)  
135.375 (Rwy 10-28)



NOTE: Chart not to scale.

**TAKE-OFF MINIMUMS:** RWY 8L, 8R, 9L, 9R, 26L, 26R, 27L, 27R, STANDARD.**NOTE:** Monitor tower frequency when advised by ground control.**NOTE:** Use departure frequency depicted unless otherwise assigned.

**NOTE: NOISE ABATEMENT DEPARTURE TRACKS (NADTs):** Following this procedure minimizes deviation from the idealized track. **TURBOJETS ONLY:** Anticipate the following NADT no wind heading: RWY 8R heading 070°, RWY 9L heading 090°, RWY 26L heading 275°, RWY 27R heading 250°. ATC will issue a wind corrected heading prior to takeoff. Fly assigned heading at the point instructed by ATC.

**NOTE: TURBOJETS:** Accelerate to 250 KIAS immediately until reaching 10,000 MSL, if unable, advise ATC.

**TURBOPROPS:** Operate in a manner that will result in best forward speed and climb rate.

**DEPARTURE ROUTE DESCRIPTION**

Turbojets maintain 10,000 (or requested altitude if lower), props maintain 4,000. Expect further clearance to filed altitude 10 minutes after departure. Maintain heading as assigned until vectored to appropriate VOR, airway, or jet route. Transponder code will be issued via PDC or Atlanta Clearance Delivery.

**SPECIAL INSTRUCTIONS:** Midfield aircraft at ramps 1, 2, 3, 4, 5, and 6 will advise ramp towers of vector areas prior to pushback. The vector areas are associated with the depicted intersections as follows:

**INTERSECTION**

EAONE  
EATWO  
NOONE  
NOTWO  
SOONE  
SOTWO  
WEONE  
WETWO

**VECTOR AREA**

EAST-ONE  
EAST-TWO  
NORTH-ONE  
NORTH-TWO  
SOUTH-ONE  
SOUTH-TWO  
WEST-ONE  
WEST-TWO

Upon receipt of ATC, clearance (from Atlanta Clearance Delivery), read back only your call sign and transponder code, unless you have a question.



## BRAVS FIVE DEPARTURE (RNAV)

SL-26 (FAA)

ATLANTA, GEORGIA

ATIS DEP 125.55

CLNC DEL 118.1

GND CON

121.9 381.6 (Rwys 8L-26R, 8R-26L)

121.75 381.6 (Rwys 9L-27R, 9R-27L)

121.65 381.6 (Rwy 10-28)

ATLANTA TOWER

119.1 381.6 (Rwy 8L-26R)

125.325 381.6 (Rwy 8R-26L)

119.3 381.6 (Rwy 9R-27L)

123.85 381.6 (Rwy 9L-27R)

119.5 381.6 (Rwy 10-28)

ATLANTA DEP CON

125.7 (Rwys 8L-26R, 8R-26L)

125.65 (Rwys 9L-27R, 9R-27L)

135.375 (Rwy 10-28)

## TAKEOFF MINIMUMS:

Rwy 8R, 300-1 or Standard with minimum climb of 247' per NM to 1200, ATC climb of 500' per NM to 1500.

Rwy 9L, 300-1¼ or Standard with minimum climb of 234' per NM to 1200, ATC climb of 500' per NM to 1480.

Rwy 8L, 9R, 10, 26L, 26R, 27L, 27R, 28:

STANDARD with the following ATC climb rates:

Rwy 8L, 9R, 10, 28:

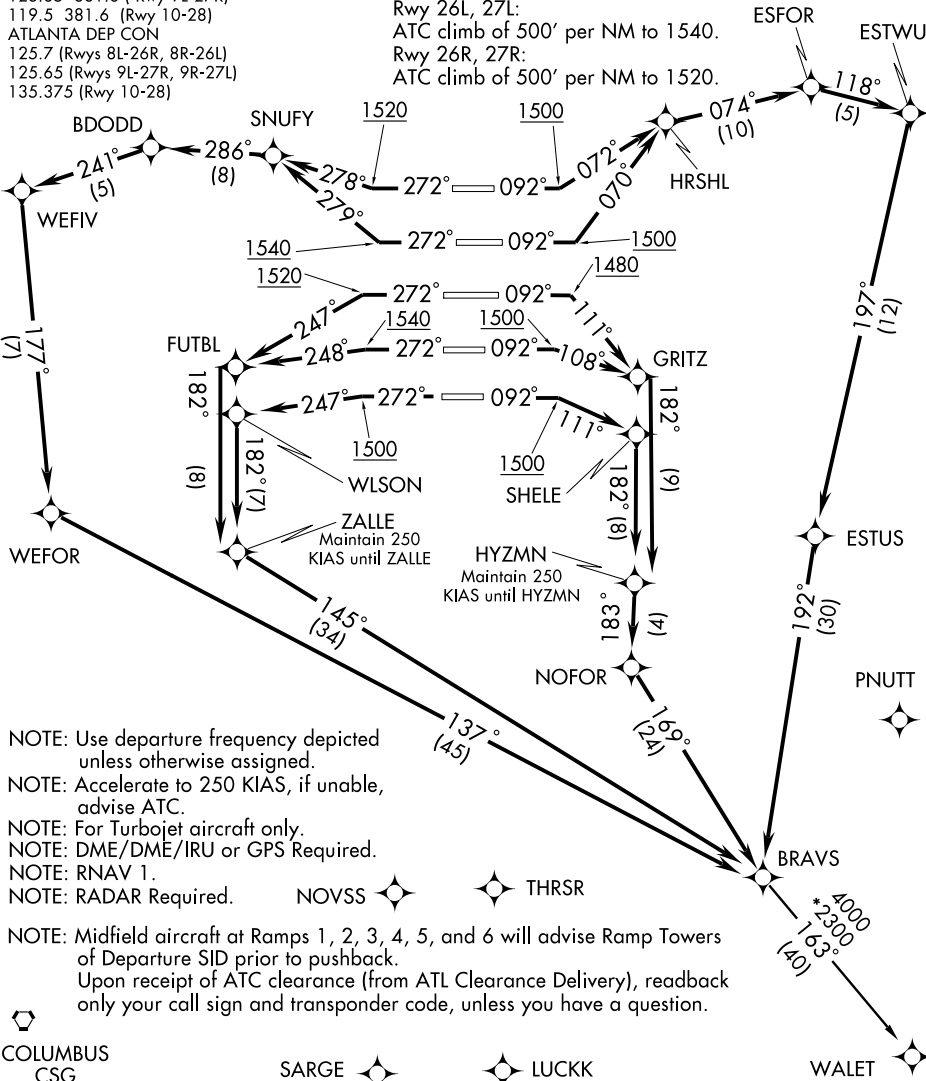
ATC climb of 500' per NM to 1500.

Rwy 26L, 27L:

ATC climb of 500' per NM to 1540.

Rwy 26R, 27R:

ATC climb of 500' per NM to 1520.



SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010

## BRAVS FIVE DEPARTURE (RNAV)

(BRAVS5.BRAVS) 10098

ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)

ATLANTA, GEORGIA

(Continued on next page)

NOTE: Chart not to scale

## BRAVS FIVE DEPARTURE (RNAV)

SL-26 (FAA)

ATLANTA, GEORGIA

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to BRAVS, thence....

TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to BRAVS, thence....

TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then on 111° course to GRITZ, then via depicted route to BRAVS, maintain 250 KIAS until HYZMN, thence....

TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then on 108° course to GRITZ, then via depicted route to BRAVS, maintain 250 KIAS until HYZMN, thence....

TAKE-OFF RWY 10: Climb heading 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to BRAVS, maintain 250 KIAS until HYZMN, thence....

TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 279° course to SNUFY, then via depicted route to BRAVS, thence....

TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 278° course to SNUFY, then via depicted route to BRAVS, thence....

TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to BRAVS, maintain 250 KIAS until ZALLE, thence....

TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to BRAVS, maintain 250 KIAS until ZALLE, thence....

TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WLSON, then via depicted route to BRAVS, maintain 250 KIAS until ZALLE, thence....  
....maintain 10,000 (or requested altitude, if lower), expect clearance to filed altitude ten minutes after departure.

## WALET TRANSITION (BRAVS5.WALET):

NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.

NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.

NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.

NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on Tower 4240' from DER, 407' left of centerline, 217' AGL/1134' MSL. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.

NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.

NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL/1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121' MSL.

NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.

NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.

NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.

## BRAVS FIVE DEPARTURE (RNAV)

ATLANTA, GEORGIA

## CADIT FIVE DEPARTURE (RNAV)

SL-26 (FAA)

ATLANTA, GEORGIA

ATIS DEP 125.55  
CLNC DEL 118.1  
GND CON  
121.9 381.6 (Rwys 8L-26R, 8R-26L)  
121.75 381.6 (Rwys 9L-27R, 9R-27L)  
121.65 381.6 (Rwy 10-28)  
ATLANTA TOWER  
119.1 381.6 (Rwy 8L-26R)  
125.325 381.6 (Rwy 8R-26L)  
119.3 381.6 (Rwy 9R-27L)  
123.85 381.6 (Rwy 9L-27R)  
119.5 381.6 (Rwy 10-28)  
ATLANTA DEP CON  
125.7 (Rwys 8L-26R, 8R-26L)  
125.65 (Rwys 9L-27R, 9R-27L)  
135.375 (Rwy 10-28)

NOTE: Accelerate to 250 KIAS, if unable, advise ATC.

NOTE: For Turbojet aircraft only.

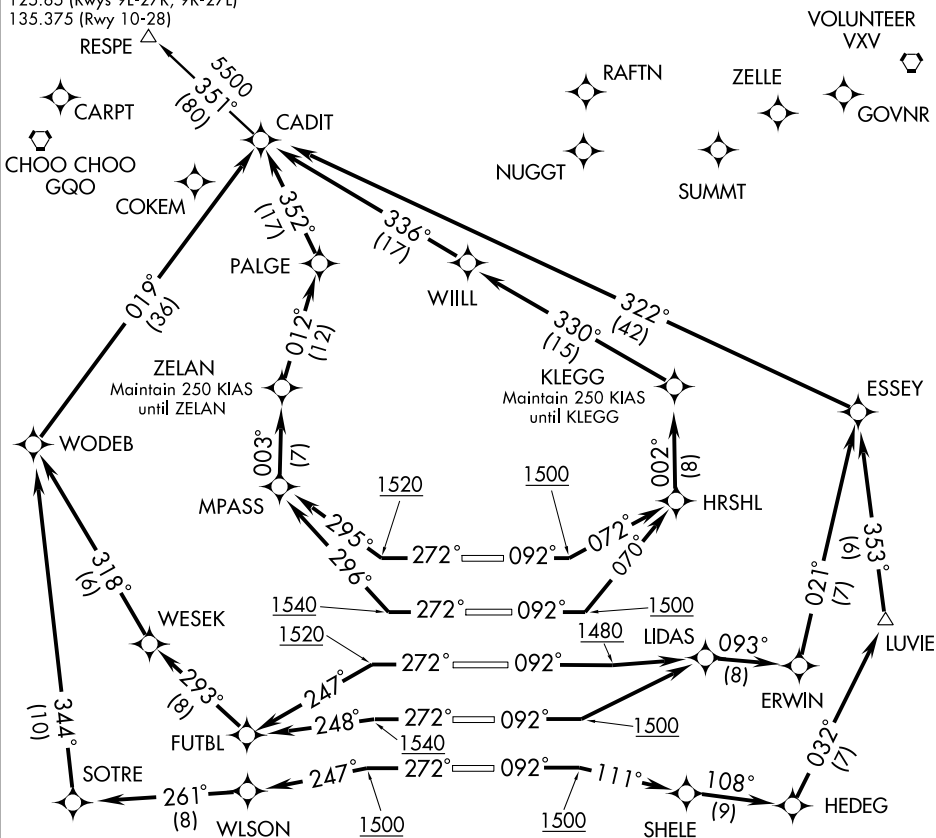
NOTE: RADAR Required.

NOTE: Use departure frequency depicted unless otherwise assigned.

NOTE: DME/DME/IRU or GPS Required.

NOTE: RNAV 1.

NOTE: Midfield aircraft at Ramps 1, 2, 3, 4, 5, and 6 will advise Ramp Towers of Departure SID prior to pushback. Upon receipt of ATC clearance (from ATL Clearance Delivery), readback only your call sign and transponder code, unless you have a question.



## TAKEOFF MINIMUMS:

Rwy 8L, 9R, 10, 26L, 26R, 27L, 27R, 28:

STANDARD with the following ATC climb rates:

Rwy 8L, 9R, 10, 28:

ATC climb of 500' per NM to 1500.

Rwy 26L, 27L:

ATC climb of 500' per NM to 1540.

Rwy 26R, 27R:

ATC climb of 500' per NM to 1520.

## TAKEOFF MINIMUMS:

Rwy 8R, 300-1 or Standard with minimum climb of 247' per NM to 1200, ATC climb of 500' per NM to 1500.

Rwy 9L, 300-11/4 or Standard with minimum climb of 234' per NM to 1200, ATC climb of 500' per NM to 1480.

(Continued on next page)

NOTE: Chart not to scale

## CADIT FIVE DEPARTURE (RNAV)

ATLANTA, GEORGIA

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to CADIT, maintain 250 KIAS until KLEGG, thence....

TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to CADIT, maintain 250 KIAS until KLEGG, thence....

TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then left turn direct LIDAS, then via depicted route to CADIT, thence....

TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then left turn direct LIDAS, then via depicted route to CADIT, thence....

TAKE-OFF RWY 10: Climb heading 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to CADIT, thence....

TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 296° course to MPASS, then via depicted route to CADIT, maintain 250 KIAS until ZELAN, thence....

TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 295° course to MPASS, then via depicted route to CADIT, maintain 250 KIAS until ZELAN, thence....

TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to CADIT, thence....

TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to CADIT, thence....

TAKE-OFF RWY 28: Climb heading 272° to at above 1500, then on 247° course to WLSON, then via depicted route to CADIT, thence....

....Maintain 10,000 (or requested altitude, if lower), expect clearance to filed altitude ten minutes after departure.

## RESPE TRANSITION (CADIT5.RESPE):

NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.

NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.

NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.

NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134' MSL. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.

NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.

NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL/1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121' MSL.

NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.

NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline 103' AGL/1125' MSL.

NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.

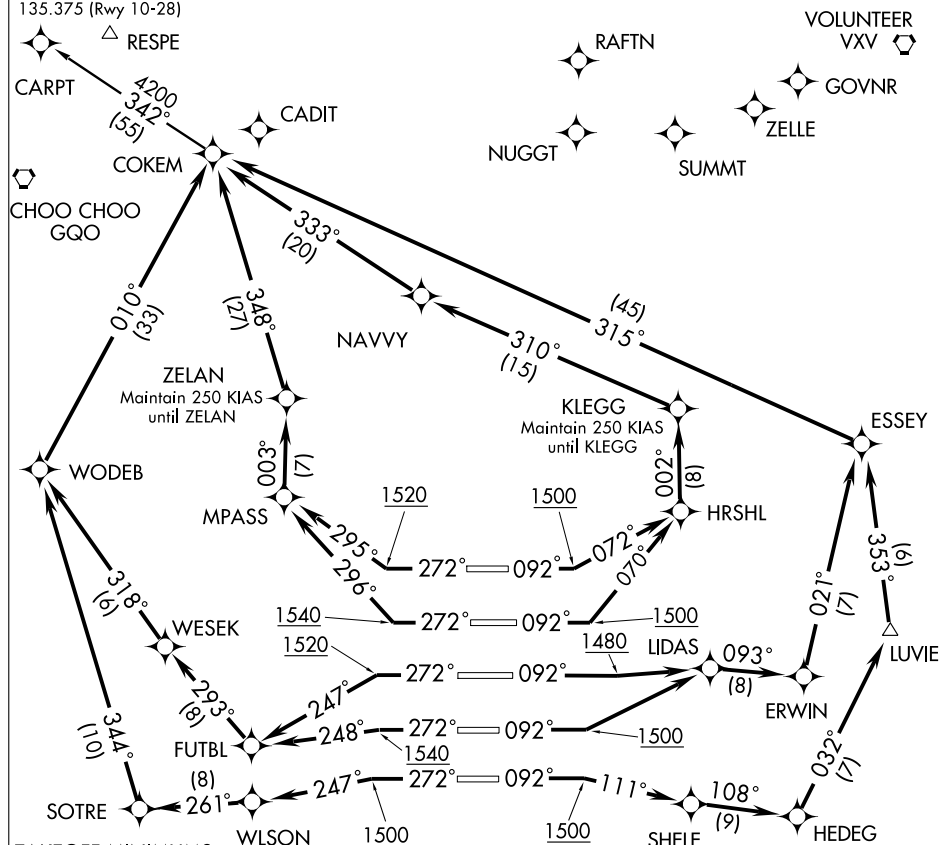


# COKEM FOUR DEPARTURE (RNAV) SL-26 (FAA)

ATLANTA, GEORGIA

ATIS DEP 125.55  
 CLNC DEL 118.1  
 GND CON  
 121.9 381.6 (Rwys 8L-26R, 8R-26L)  
 121.75 381.6 (Rwys 9L-27R, 9R-27L)  
 121.65 381.6 (Rwy 10-28)  
 ATLANTA TOWER  
 119.1 381.6 (Rwy 8L-26R)  
 125.325 381.6 (Rwy 8R-26L)  
 119.3 381.6 (Rwy 9R-27L)  
 123.85 381.6 (Rwy 9L-27R)  
 119.5 381.6 (Rwy 10-28)  
 ATLANTA DEP CON  
 125.7 (Rwys 8L-26R, 8R-26L)  
 125.65 (Rwys 9L-27R, 9R-27L)  
 135.375 (Rwy 10-28)

NOTE: Accelerate to 250 KIAS, if unable, advise ATC.  
 NOTE: For Turbojet aircraft only.  
 NOTE: RADAR Required.  
 NOTE: Use departure frequency depicted unless otherwise assigned.  
 NOTE: DME/DME/IRU or GPS Required.  
 NOTE: RNAV 1.  
 NOTE: Midfield aircraft at Ramps 1, 2, 3, 4, 5, and 6 will advise Ramp Towers of Departure SID prior to pushback. Upon receipt of ATC clearance (from ATL Clearance Delivery), readback only your call sign and transponder code, unless you have a question.



## TAKEOFF MINIMUMS:

Rwy 8L, 9R, 10, 26L, 26R, 27L, 27R, 28:  
 Standard with the following ATC climb rates:  
 Rwy 8L, 9R, 10, 28:  
 ATC climb of 500' per NM to 1500.  
 Rwy 26L, 27L:  
 ATC climb of 500' per NM to 1540.  
 Rwy 26R, 27R:  
 ATC climb of 500' per NM to 1520.

## TAKEOFF MINIMUMS:

Rwy 8R, 300-1 or Standard with minimum climb  
 of 247' per NM to 1200, ATC climb of 500' per  
 NM to 1500.  
 Rwy 9L, 300-1½ or Standard with minimum climb  
 of 234' per NM to 1200, ATC climb of 500' per  
 NM to 1480.

(Continued on next page)

NOTE: Chart not to scale

# COKEM FOUR DEPARTURE (RNAV)

ATLANTA, GEORGIA



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to COKEM, maintain 250 KIAS until KLEGG, thence....

TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to COKEM, maintain 250 KIAS until KLEGG, thence....

TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then left turn direct LIDAS, then via depicted route to COKEM, thence....

TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then left turn direct LIDAS, then via depicted route to COKEM, thence....

TAKE-OFF RWY 10: Climb heading 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to COKEM, thence....

TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 296° course to MPASS, then via depicted route to COKEM, maintain 250 KIAS until ZELAN, thence....

TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 295° course to MPASS, then via depicted route to COKEM, maintain 250 KIAS until ZELAN, thence....

TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to COKEM, thence....

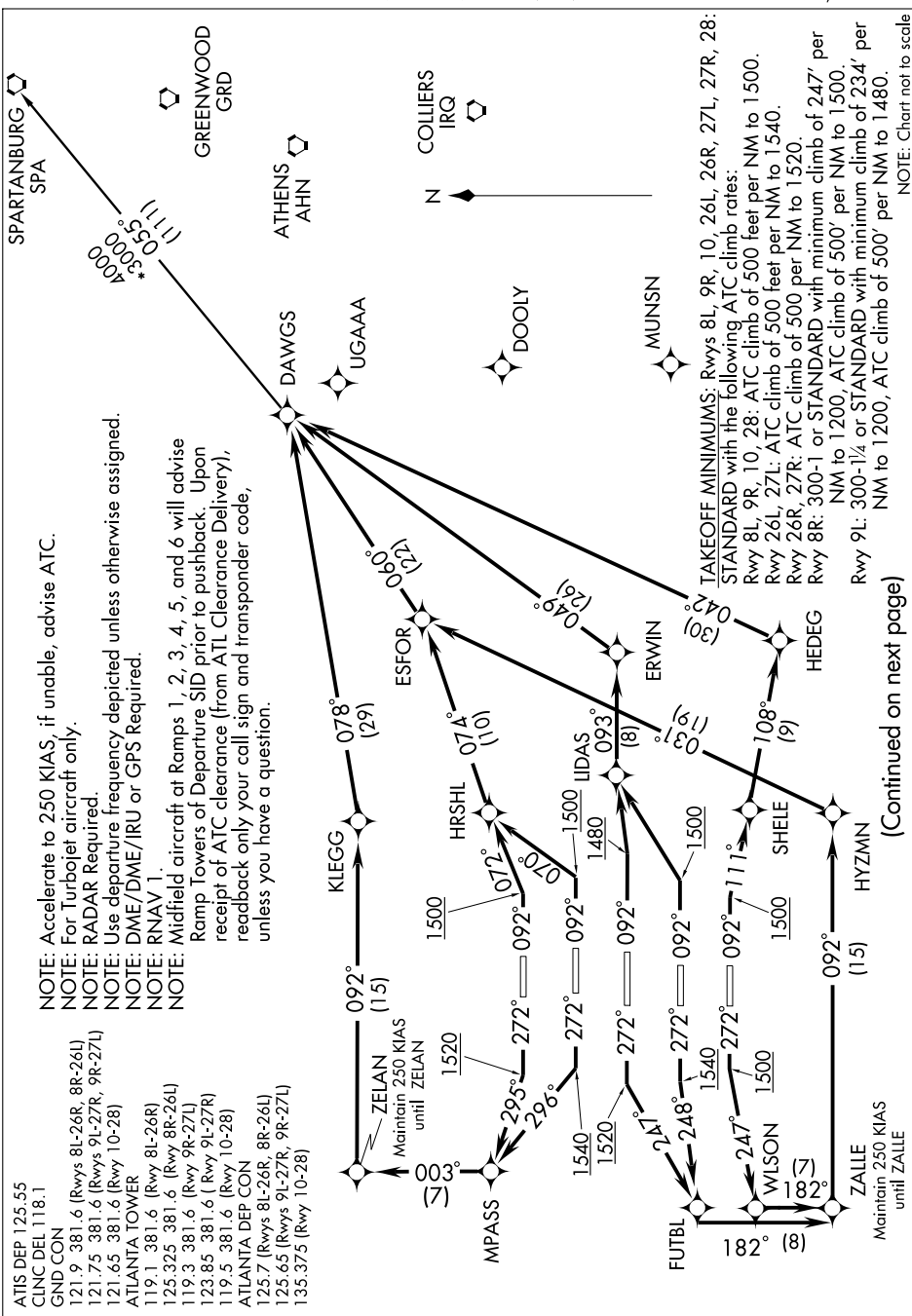
TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to COKEM, thence....

TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WLSN, then via depicted route to COKEM, thence....

....Maintain 10,000 (or requested altitude, if lower), expect clearance to filed altitude 10 minutes after departure.

## CARPT TRANSITION (COKEM4.CARPT):

- NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.
- NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.
- NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.
- NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134' MSL. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.
- NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.
- NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL/1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121' MSL.
- NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.
- NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.
- NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.







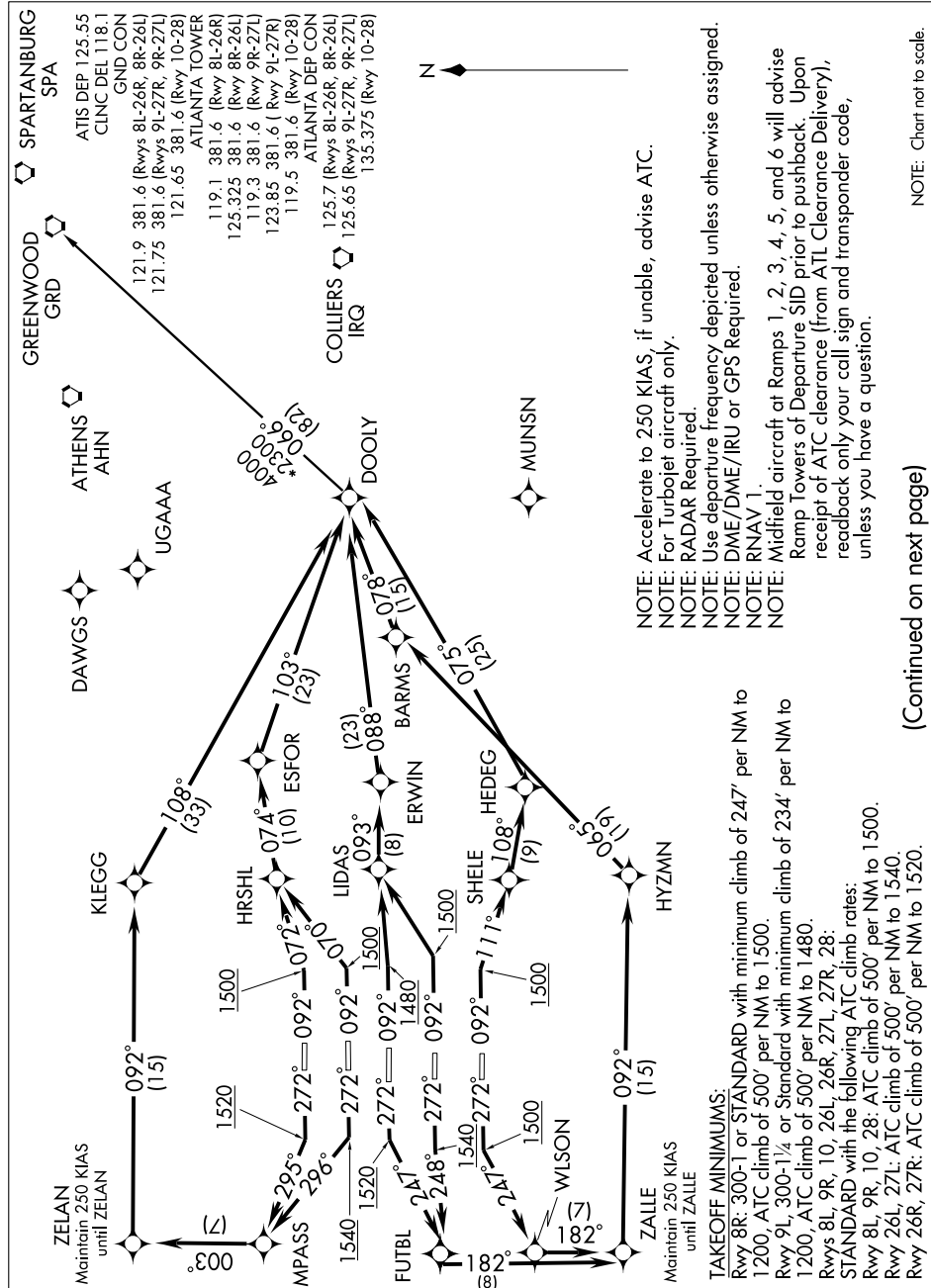
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to DAWGS, thence....  
TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to DAWGS, thence....  
TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then left turn direct LIDAS, then via depicted route to DAWGS, thence....  
TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then left turn direct LIDAS, then via depicted route to DAWGS, thence....  
TAKE-OFF RWY 10: Climb heading 092° at or above 1500, then on 111° course to SHELE, then via depicted route to DAWGS, thence ....  
TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 296° course to MPASS, then via depicted route to DAWGS, maintain 250 KIAS until ZELAN, thence....  
TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 295° course to MPASS, then via depicted route to DAWGS, maintain 250 KIAS until ZELAN, thence....  
TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to DAWGS, maintain 250 KIAS until ZALLE, thence....  
TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to DAWGS, maintain 250 KIAS until ZALLE, thence....  
TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WLSON, then via depicted route to DAWGS, maintain 250 KIAS until ZALLE thence....  
....maintain 10,000 (or requested altitude if lower), expect clearance to filed altitude ten minutes after departure.

SPARTANBURG TRANSITION (DAWGS4.SPA):

- NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.
- NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.
- NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.
- NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134' MSL. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.
- NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.
- NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL/1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121' MSL.
- NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.
- NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.
- NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.

SE-4, 26 AUG 2010 to 23 SEP 2010



(Continued on next page)

SE-4, 26 AUG 2010 to 23 SEP 2010



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to DOOLY, thence....

TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to DOOLY, thence....

TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then left turn direct LIDAS, then via depicted route to DOOLY, thence....

TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then left turn direct LIDAS, then via depicted route to DOOLY, thence....

TAKE-OFF RWY 10: Climb heading 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to DOOLY, thence....

TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 296° course to MPASS, then via depicted route to DOOLY, maintain 250 KIAS until ZELAN, thence....

TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 295° course to MPASS, then via depicted route to DOOLY, maintain 250 KIAS until ZELAN, thence....

TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to DOOLY, maintain 250 KIAS until ZALLE, thence....

TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to DOOLY, maintain 250 KIAS until ZALLE, thence....

TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WILSON, then via depicted route to DOOLY, maintain 250 KIAS until ZALLE, thence....

....Maintain 10,000 (or requested altitude, if lower), expect clearance to filed altitude 10 minutes after departure.

## GREENWOOD TRANSITION (DOOLY4.GRD):

- NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.
- NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.
- NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.
- NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134' MSL. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.
- NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.
- NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL/1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121' MSL.
- NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.
- NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.
- NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.

SE-4, 26 AUG 2010 to 23 SEP 2010

**BOWLING GREEN TRANSITION (BWG.ERLIN7):**  
**MEMPHIS TRANSITION (MEM.ERLIN7):**  
**NASHVILLE TRANSITION (BNA.ERLIN7):**

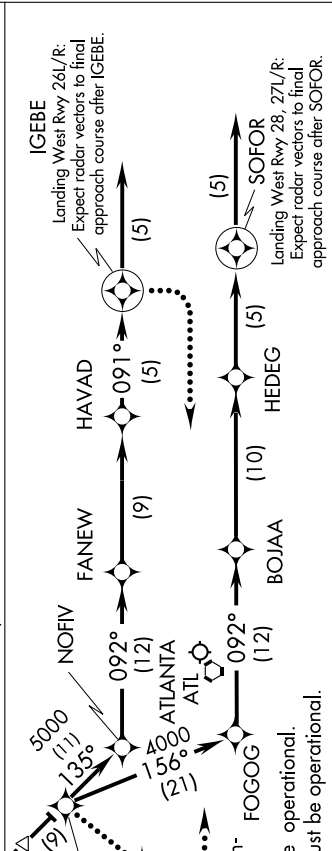
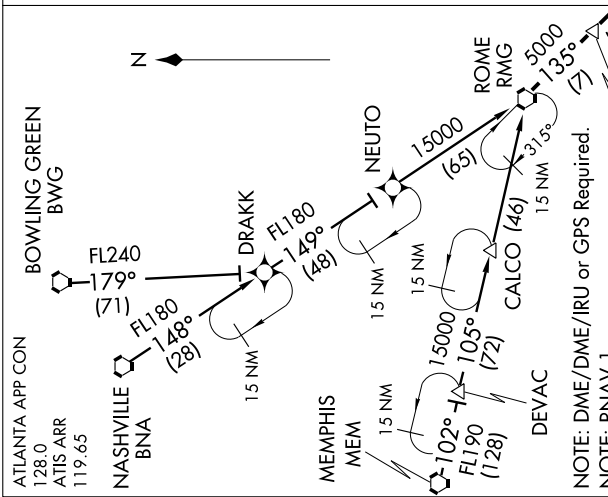
From RMG VORTAC via 135° track to ERLIN, then via 135° track to DALAS, then via 135° track to STUTZ. Thence via assigned runway transition.

Landing West Rwy 26L/R: From over STUTZ via 135° track to NOFV, then 092° track to FANWE, then via 092° track to HAVAD, then via 091° track to IGEBE, then via 091° heading. Expect radar vectors.

Landing West Rwy 28, 27L/R: From over STUTZ via 156° track to FOGOG, then then via 092° track to BOJAA, then via 092° track to HEDEG, then via 092° track to SOFOR, then via 092° heading. Expect radar vectors.

Landing East Rwy 8L/R, 9L/R, 10: From over STUTZ via 135° track to NOFV, then 092° track to FANWE, then via 092° track to HAVAD, then via 091° track to IGEBE, then via 091° heading. Expect radar vectors to final approach course after STUTZ.

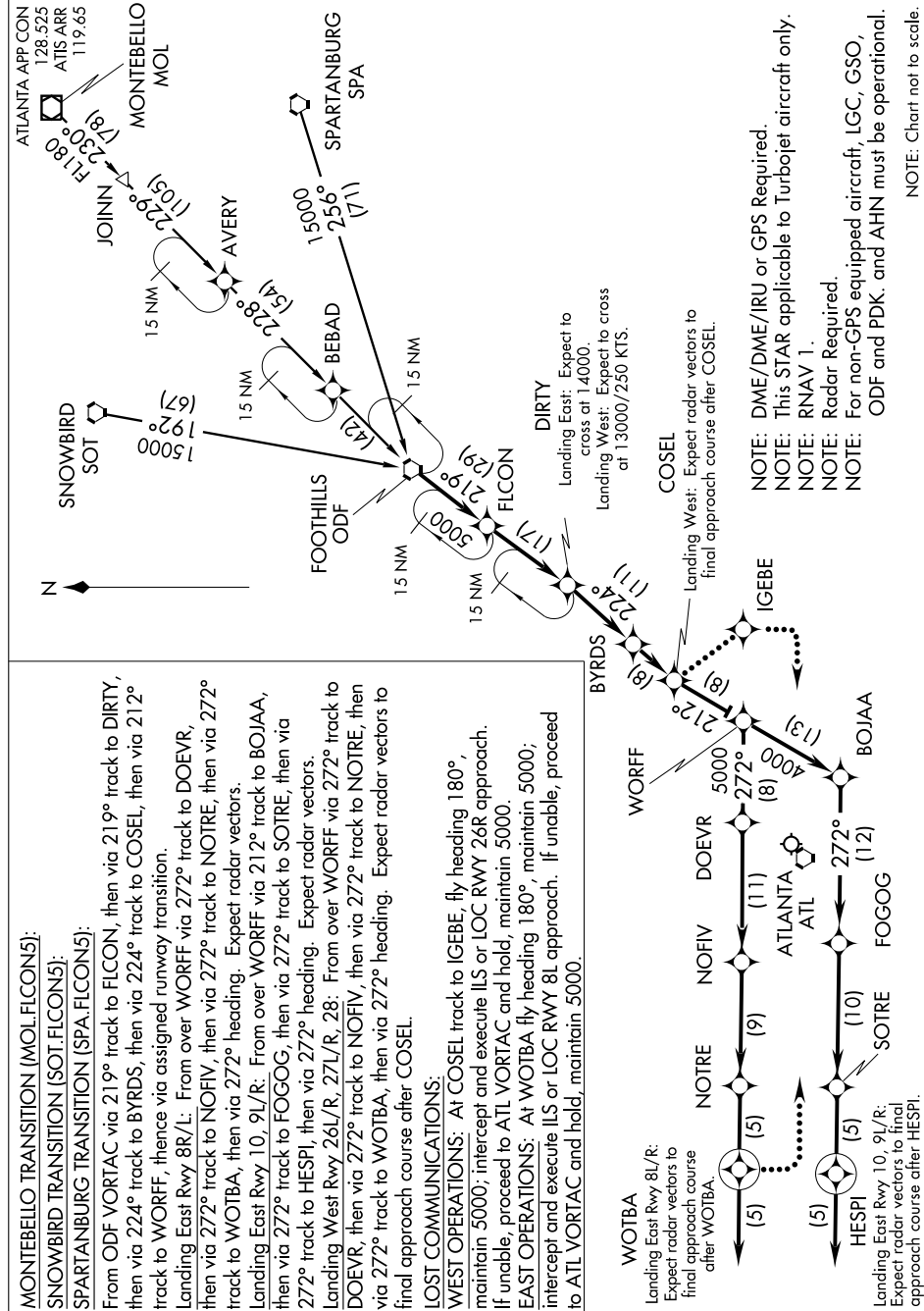
**LOST COMMUNICATIONS:**  
**WEST OPERATIONS:** At IGEBE fly heading 180°, maintain 5000; intercept and execute ILS or LOC Rwy 26R approach. If unable, proceed to ATL VORTAC and hold, maintain 5000.  
**EAST OPERATIONS:** At STUTZ track to WOTBA, fly heading 180°, maintain 5000; intercept and execute ILS or LOC Rwy 8L approach. If unable, track to ATL VORTAC and hold, maintain 5000.



SE-4, 26 AUG 2010 to 23 SEP 2010

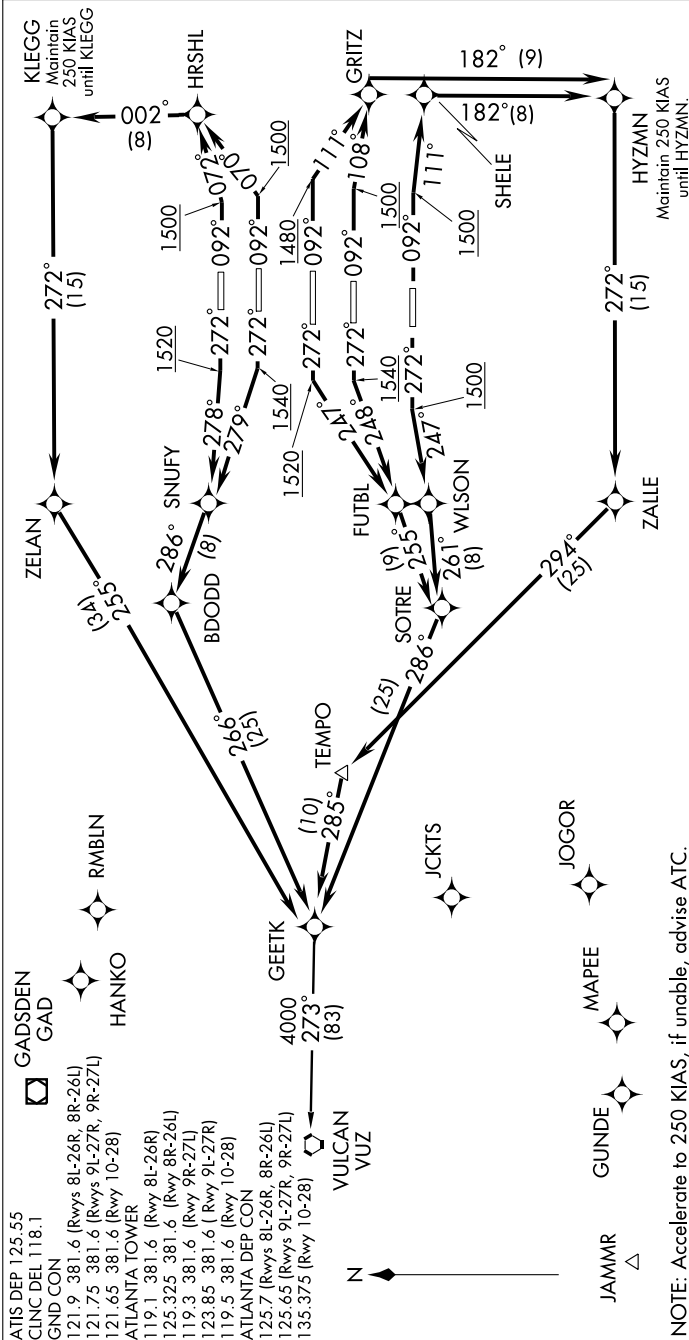
# FLCON FIVE ARRIVAL (RNAV)

SE-4, 26 AUG 2010 to 23 SEP 2010



# FLCON FIVE ARRIVAL (RNAV)

GEETK FIVE DEPARTURE (RNAV)



TAKEOFF MINIMUMS: Rwys 8L, 9R, 10, 26L, 26R, 27L, 27R, 28:  
STANDARD with the following ATC climb rates:  
Rwy 8L, 9R, 10, 28: ATC climb of 500 feet per NM to 1500.  
Rwy 26L, 27L: ATC climb of 500 feet per NM to 1540.  
Rwy 26R, 27R: ATC climb of 500 feet per NM to 1520.  
Rwy 8R: 300-1 or STANDARD with minimum climb of 247' per NM to 1200, ATC climb of 500' per NM to 1500.  
Rwy 9L: 300-1/4 or STANDARD with minimum climb of 234' per NM to 1200, ATC climb of 500' per NM to 1480.

NOTE: Chart not to scale.

(Continued on next page)



### DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to GEETK, maintain 250 KIAS until KLEGG, thence....

TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to GEETK, maintain 250 KIAS until KLEGG, thence....

TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then on 111° course to GRITZ, then via depicted route to GEETK, maintain 250 KIAS until HYZMN, thence....

TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then on 108° course to GRITZ, then via depicted route to GEETK, maintain 250 KIAS until HYZMN, thence....

TAKE-OFF RWY 10: Climb heading 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to GEETK, maintain 250 KIAS until HYZMN, thence ....

TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 279° course to SNUFY, then via depicted route to GEETK, thence....

TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 278° course to SNUFY, then via depicted route to GEETK, thence....

TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to GEETK, thence....

TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to GEETK, thence....

TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WLSON, then via depicted route to GEETK, thence....

....maintain 10,000 (or requested altitude if lower), expect clearance to filed altitude ten minutes after departure.

### VULCAN TRANSITION (GEETK5.VUZ):

NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.

NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.

NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.

NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134'. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.

NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.

NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL/ 1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/ 1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER 1069' right of centerline, 69' AGL/1121' MSL.

NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.

NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.

NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.

## HERKO FOUR ARRIVAL (RNAV) ST-26 (FAA)

HARTSFIELD-JACKSON ATLANTA INTL  
ATLANTA, GEORGIA

SE-4, 26 AUG 2010 to 23 SEP 2010

MEMPHIS TRANSITION (MEM.HERKO4):  
NASHVILLE TRANSITION (BNA.HERKO4):

From over CALCO via 119° track to VIKNN, then via 119° track to HERKO, then via 121° track to RPTOR, then via 137° track to NOTRE, thence via assigned runway transition, Landing West Rwy 28R/L: From over NOTRE via 092° track to NOFIV, then via 092° track to FANEWF, then via 092° track to HAVAD, then via 091° track to IGEBE, then via 091° heading. Expect radar vectors.

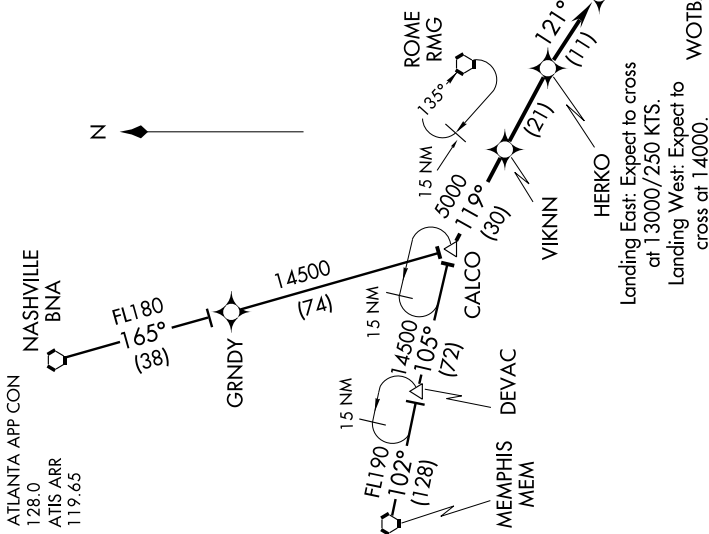
Landing West Rwy 28, 27L/R: From over NOTRE via 140° track to FOGOG, then via 092° track to BOJAA, then via 092° track to HEDEG, then via 092° track to SOFOR, then via 092° heading. Expect radar vectors.

Landing East Rwy 8/R, 9L/R, 10: From over NOTRE via 092° track to NOFV, then via 092° track to FANFW, then via 092° track to HAVAD, then via 091° track to ICEBE, then via 091° heading. Expect radar vectors to final approach course after RPTOR.

LOST COMMUNICATIONS:

EAST OPERATIONS: At RPTOR track to WOTBA, fly heading 180°, maintain 5000; intercept and execute ILS or LOC Rwy 8L approach. If unable, track to ATL VORTAC and hold, maintain 5000.

WEST OPERATIONS: At GEBE fly heading 180°, maintain 5000; intercept and execute ILS or LOC Rwy 26R approach. If unable, proceed to ATL VORTAC and hold, maintain 5000.



NOTE: DME/DME IRU or GPS Required.

NOTE: RNAV 1.

**NOTE: Radar Required.**

**NOTE:** This STAR applicable to Turbojet aircraft only.

NOTE: For non-GPS equipped aircraft: GQO, SQS, and GAD must be operational.

NOTE: Assigned by ATC only.

NOTE: Chart not to scale.

SE-4. 26 AUG 2010 to 23 SEP 2010

HERKO FOUR ARRIVAL (RNAV)  
(HERKO.HERKO4) 10210

ATLANTA, GEORGIA  
HARTSFIELD-JACKSON ATLANTA INTL





## HONIE SEVEN ARRIVAL (RNAV)

## ARRIVAL ROUTE DESCRIPTION

CROSS CITY TRANSITION (CTY.HONIE7):GREENE COUNTY TRANSITION (GCV.HONIE7):MERIDIAN TRANSITION (MEI.HONIE7):MONTGOMERY TRANSITION (MGM.HONIE7):SEMINOLE TRANSITION (SZW.HONIE7):

From LGC VORTAC on track 050° to HONIE, then on track 050° to TIROE, then on track 050° to WOLMN. Thence via assigned runway transition.

Landing West Rwy 28, 27L/R: From over WOLMN on track 050° to FOGOG, then on track 092° to BOJAA, then on track 092° to HEDEG, then on track 092° to SOFOR, then on heading 092°. Expect radar vectors.

Landing West Rwy 26L/R: From over WOLMN on track 025° to NOFIV, then on track 092° to FANEW, then on track 092° to HAVAD, then on track 091° to IGEBE, then on heading 091°. Expect radar vectors.

Landing East Rwy 8L/R, 9L/R, 10: From over WOLMN on track 050° to FOGOG, then on track 092° to BOJAA, then on track 092° to HEDEG, then on track 092° to SOFOR, then on heading 092°. Expect radar vectors to final approach course after WOLMN.

LOST COMMUNICATIONS:

EAST OPERATIONS: At WOLMN track to HESPI, fly heading 360°, maintain 4000; intercept and execute ILS or LOC Rwy 10 approach. If unable, proceed to ATL VORTAC and hold, maintain 4000.

WEST OPERATIONS: At SOFOR fly heading 360°, maintain 4000; intercept and execute ILS or LOC Rwy 28 approach. If unable, proceed to ATL VORTAC and hold, maintain 4000.

LOC/DME I-HFW	APP CRS	Rwy Idg	8L	8R
<b>109.3</b> Chan 30	<b>092°</b>	TDZE	<b>8800</b> <b>1015</b> <b>1026</b>	<b>10000</b> <b>1024</b> <b>1026</b>
		Apt Elev		

# ILS or LOC RWY 8L

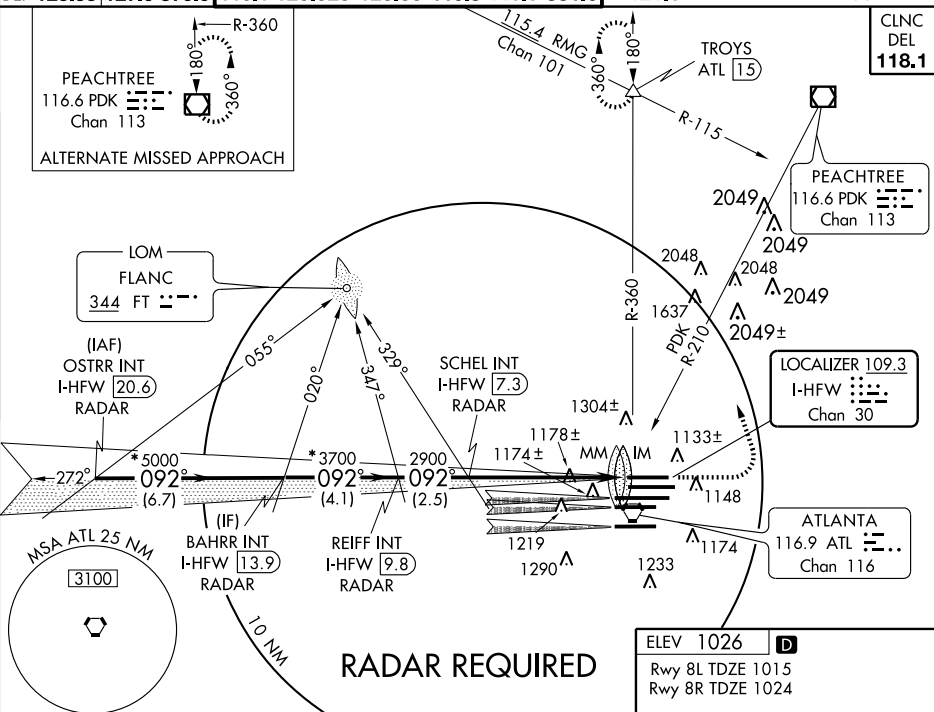
## ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)

**Simultaneous approach authorized with Rwy 9L or 9R or 10, or Rwy 8L and 10. ADF or DME or RADAR REQUIRED.**  
 LOC procedure NA during simultaneous operations.  
 Inoperative table does not apply to sidestep Rwy 8R.



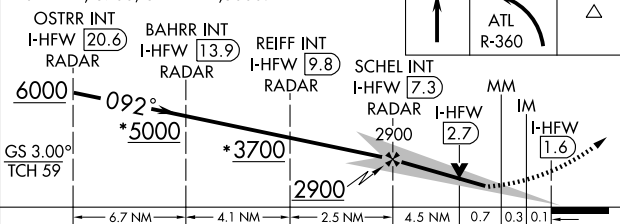
**MISSED APPROACH:** Climb to 1500, then climbing left turn to 3500 via ATL VORTAC R-360 to TROYS INT/ATL 15 DME and hold.

ATIS	ATLANTA	ATLANTA TOWER					GND CON	ALL
ARR <b>119.65</b>	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28 RWYS	(8L-26R, 8R-26L) (9L-27R, 9R-27L) 10-28 RWYS	
DEP <b>125.55</b>	<b>127.9 379.9</b>	<b>119.1</b>	<b>125.325</b>	<b>123.85</b>	<b>119.3</b>	<b>119.5 381.6</b>	<b>121.9</b>	<b>121.75 121.65 381.6</b>



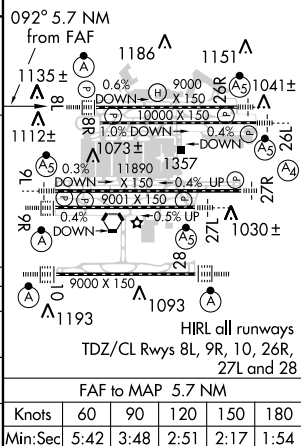
### RADAR REQUIRED

\*When assigned by ATC, intercept glidepath at REIFF, 3700; or BAHRR, 5000.



CATEGORY	A	B	C	D
S-ILS 8L	1215/18 200 (200-½)			
S-LOC 8L	1440/24 425 (500-½)	1440/40 425 (500-¾)		
SIDESTEP RWY 8R	1440/50 416 (500-1)	1440-1½ 416 (500-½)		

ELEV 1026	D
Rwy 8L TDZE 1015	
Rwy 8R TDZE 1024	



LOC/DME I-ATL <b>109.9</b> Chan <b>36</b>	APP CRS <b>092°</b>	Rwy Idg <b>10000</b> TDZE <b>1024</b> Apt Elev <b>1026</b>	8R <b>8800</b> 8L <b>1015</b> <b>1026</b>
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ATLANTA/

HARTSFIELD - JACKSON ATLANTA INTL (ATL)

## ILS or LOC RWY 8R

Inoperative table does not apply to S-LOC 8R Cat. C and sidestep 8L Cats A and B.

For inoperative ALSF-2, increase sidestep 8L Cat. E visibility to 2.

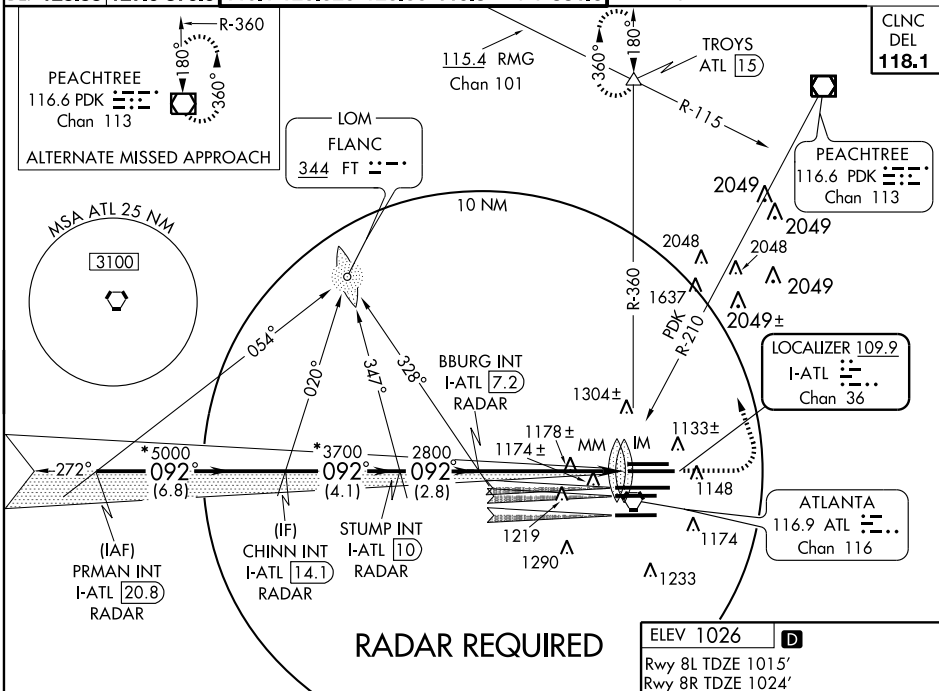
Simultaneous approach authorized with Rwy 9L or 9R or 10.

LOC procedure NA during simultaneous operations.

ADF or RADAR or DME

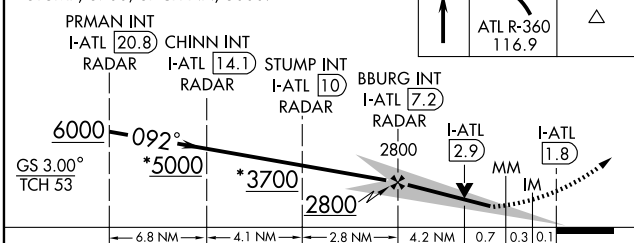
**MISSED APPROACH:** Climb to 1500, then climbing left turn to 3500 via ATL VORTAC R-360 to TROYS Int/ATL 15 DME and hold.

ATIS	ATLANTA APP CON	ATLANTA TOWER					ALL RWYS	GND CON			ALL RWYS	
ARR <b>119.65</b>		8L-26R	8R-26L	9L-27R	9R-27L	10-28		(8L-26R, 8R-26L)	(9L-27R, 9R-27L)	10-28		
DEP <b>125.55</b>	<b>127.9</b>	<b>379.9</b>	<b>119.1</b>	<b>125.325</b>	<b>123.85</b>	<b>191.3</b>	<b>119.5</b>	<b>381.6</b>	<b>121.9</b>	<b>121.75</b>	<b>121.65</b>	<b>381.6</b>



## RADAR REQUIRED

\* When assigned by ATC, intercept glidepath at STUMP, 3700; or CHINN, 5000.



CATEGORY	A	B	C	D	E
S-ILS 8R	1281/40 257 (300-¾)				
S-LOC 8R	1440/40 416 (500-¾)	1440/60 416 (500-1¼)			1440-1½ 416 (500-1½)
SIDESTEP RWY 8L	1440/50 425 (500-1)			1440-1½	425 (500-1½)

ELEV 1026 D

Rwy 8L TDZE 1015'  
Rwy 8R TDZE 1024'

092° 5.3 NM  
from FAF

1135±  
18  
1112±  
1073±  
1030±  
1013

1186  
1151  
9000  
10000 X 150  
11890  
9001 X 150  
9000 X 150  
1093

0.6% DOWN  
1.0% DOWN  
0.3% DOWN  
0.4% UP  
0.4% DOWN  
0.5% UP

180  
150  
120  
100

26R  
27R  
28R

HIRL all runways  
TDZ/CL Rwy 8L, 9R, 10, 26R, 27L, and 28R

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

ATLANTA, GEORGIA |

Amdt 59A 09295

ATLANTA/HARTSFIELD - JACKSON ATLANTA INTL (ATL)

33° 38' N-84° 26' W

ILS or LOC RWY 8R

LOC/DME I-HZK  
**110.5**  
Chn **42**

APP CRS  
092°

	9L	9R
Rwy Idg	11730	9000
TDZE	1019	1026
Apt Elev	1026	1026

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL(ATL)

ILS or LOC RWY 9L

Simultaneous approach authorized with Rwy 8L or 8R or 10, or Rwy 8L and 10. LOC procedure NA during simultaneous operations. ADF or DME or Radar Required. Inoperative table does not apply to Sidestep 9R for Cats A and B. \*\* RVR 1800 authorized with the use of FD or AP or HUD to DA.

Rwy 9L  
MALSR

Rwy 9R  
ALSF-2

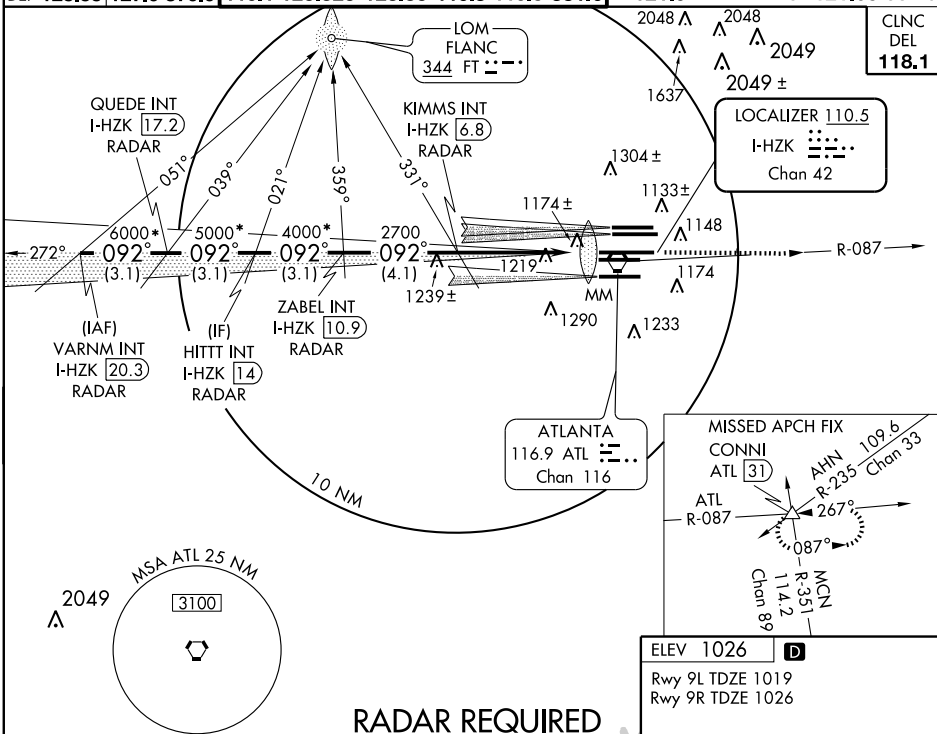
**MISSED APPROACH:** Climb to 1500 then climbing left turn to 4000 via ATL VORTAC R-087 to CONNI INT/ATL 31 DME and hold.

ATIS
ARR <b>119.65</b>
DEP <b>125.55</b>

ATLANTA APP CON	127.9 379.9
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ATLANTA TOWER					ALL
8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS
119.1	125.325	123.85	119.3	119.5	381.6

(8L-26R,8R-26L)	GND CON (9L-27R,9R-27L)	10-28	ALL RWYS
121.9	121.75	121.65	381.6



SE-4. 26 AUG 2010 to 23 SEP 2010

## RADAR REQUIRED

**VARNM INT**  
I-HZK [20.3]  
RADAR

**QUEDE INT**  
I-HZK [17.2]  
RADAR

**HITTT INT**  
I-HZK [14]  
RADAR

**ZABEL INT**  
I-HZK [10.9]  
RADAR

**KIMMS INT**  
I-HZK [6.8]  
RADAR

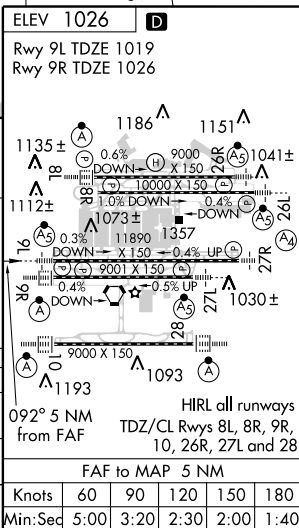
**I-HZK [1.8]**

**GS 3.00° TCH 56**

**\*6000 \*5000 \*4000 2700**

**Intercept Procedure:**  
When assigned by ATC, intercept glidepath at ZABEL, 4000; or HITTT, 5000; or QUEDE, 6000.

CATEGORY	A	B	C	D
S-ILS 9L	** 1219/24	200 (200-½)		
S-LOC 9L	1480/24 461 (500-½)		1480/40 461 (500-¾)	1480/50 461 (500-1)
SIDESTEP 9R	1480/50 454 (500-1)			1480-1½ 454 (500-1½)



ATLANTA, GEORGIA  
Amdt 8B 09351

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)  
33°38'N-84°26'W 11 S or LOC PWY 91

ILS or LOC RWY 9L

LOC/DME I-FUN	APP CRS	Rwy Idg	9R	9L
108.9	092°	9000	11730	
Chan 26		TDZE	1026	1019
		Apt Elev	1026	1026

## ILS or LOC RWY 9R

ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)

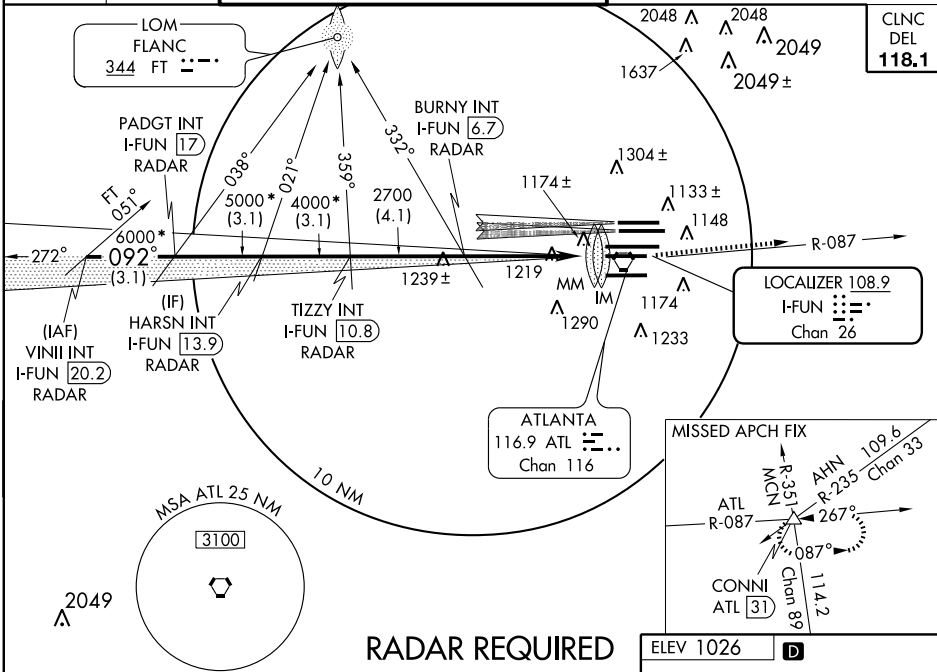


Simultaneous approach authorized with Rwy 8L or 8R.  
ADF or DME or Radar Required. Inoperative table does not apply to Sidestep 9L for Cats A and B. LOC procedure NA during simultaneous operations.



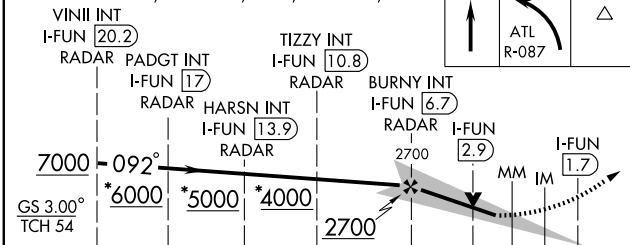
MISSED APPROACH: Climb to 1500, then climbing left turn to 4000 via ATL VORTAC R-087 to CONNI INT/ATL 31 DME and hold.

ATIS	ATLANTA APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28 RWYS	ALL	GND CON	10-28 RWYS
ARR 119.65	127.9	379.9	119.1	125.325	123.85	119.3	119.5	121.9	121.75
DEP 125.55	127.9	379.9	119.1	125.325	123.85	119.3	119.5	121.9	121.65
									381.6

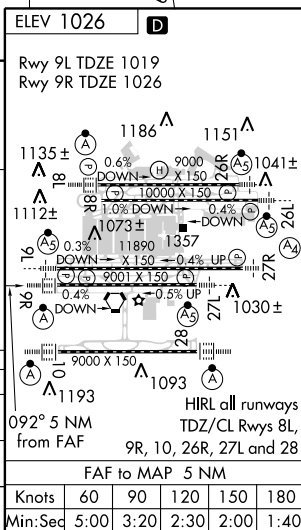


## RADAR REQUIRED

\*When assigned by ATC, intercept glidepath at TIZZY, 4000, or HARSN, 5000, or PADGT, 6000.



CATEGORY	A	B	C	D
S-ILS 9R	1226/18	200 (200-½)		
S-LOC 9R	1480/24	454 (500-½)	1480/40 454 (500-¾)	1480/50 454 (500-1)
SIDESTEP 9L	1480/50	461 (500-1)	1480-1½ 461 (500-1½)	



LOC/DME I-OMO <b><u>111.55</u></b> Chan <b>52</b> (Y)	APP CRS <b>092°</b>	Rwy Idg <b>9000</b> TDZE <b>1000</b> Apt Elev <b>1026</b>
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## ILS or LOC RWY 10

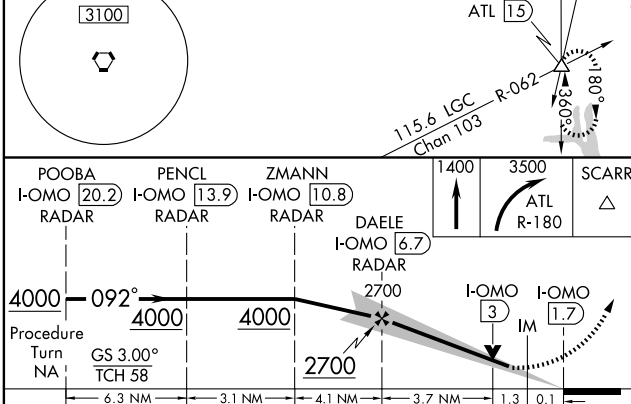
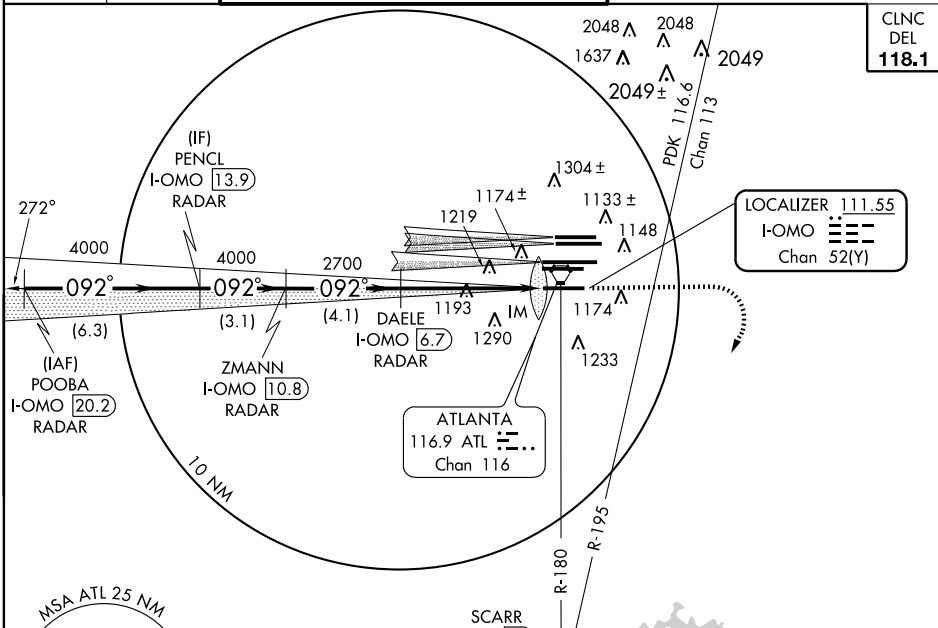
ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

**T** Simultaneous approach authorized with Rwy 9L or 8R or 8L, or Rwy 9L and 8L. LOC Procedure NA during simultaneous operations. DME or RADAR REQUIRED. ILS LOC unusable for rollout guidance.

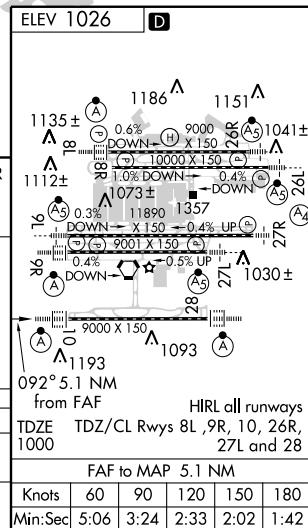
ALSF-2

**MISSED APPROACH:** Climb to 1400 then climbing right turn to 3500 via ATL VORTAC R-180 to SCARR Int/ATL 15 DME and hold.

ATIS	ATLANTA	ATLANTA TOWER						ALL	GND CON				ALL
ARR 119.65	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	RWYS		
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6		



CATEGORY	A	B	C	D
S-ILS 10	1200/18 200 (200-½)			
S-LOC 10	1500/24 500 (500-½)	1500/40 500 (500-¾)		1500/50 500 (500-1)



LOC/DME I-BRU	APP	26L	26R
<u>108.7</u>	CRS	Rwy Idg <b>10000</b>	<b>8800</b>
Chan <b>24</b>	<b>272°</b>	TDZE <b>995</b>	<b>990</b>
		Apt Elev <b>1026</b>	<b>1026</b>

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

## ILS or LOC RWY 26L

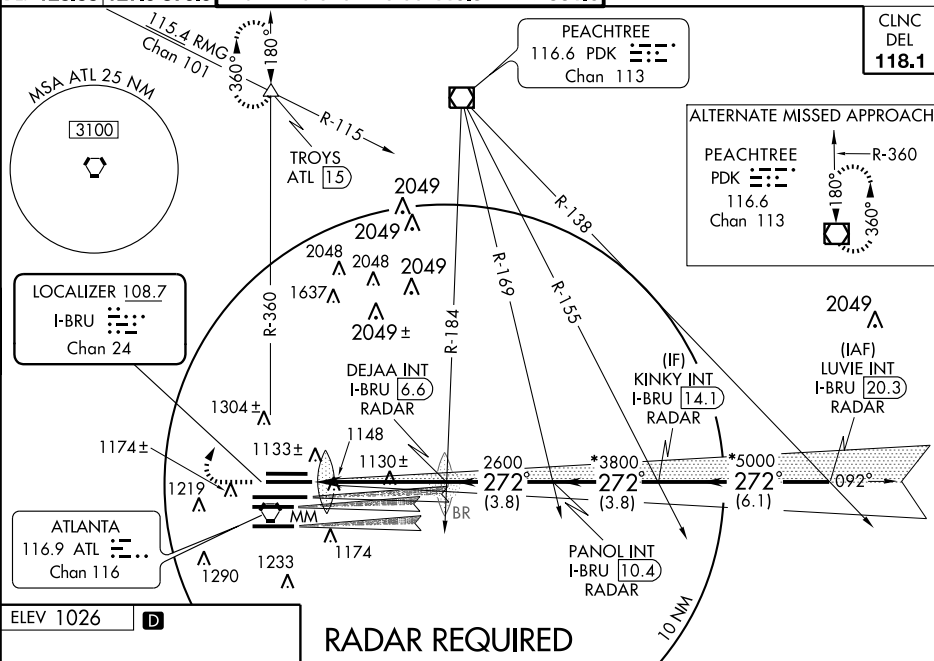
**T** Inoperative table does not apply to Sidestep Rwy 26R Cats A and B. For inoperative MALSR increase sidestep Rwy 26R Cat E visibility to 2. For inoperative MALSR increase S-ILS 26L visibility all Cats to RVR 5000 and S-LOC 26L Cat E visibility to RVR 6000. Simultaneous approach authorized with Rwy 27L or 27R or 28. LOC procedure NA during simultaneous operations.

MALSR



**MISSED APPROACH:** Climb to 1500 then climbing right turn to 3500 via ATL VORTAC R-360 to TROYS INT/ATL 15 DME and hold.

ATIS	ATLANTA	ATLANTA TOWER					ALL	GND CON			ALL	
ARR <b>119.65</b>	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	RWYS	
DEP <b>125.55</b>	<b>127.9</b>	<b>379.9</b>	<b>119.1</b>	<b>125.325</b>	<b>123.85</b>	<b>119.3</b>	<b>119.5</b>	<b>381.6</b>	<b>121.9</b>	<b>121.75</b>	<b>121.65</b>	<b>381.6</b>



ELEV 1026



Rwy 26L TDZE 995'  
Rwy 26R TDZE 990'

272° 4.8 NM  
from FAF

1135±  
1186  
1151  
1041±  
1112±  
1073±  
1030±  
1093  
1193

0.6% DOWN  
1.0% DOWN  
0.3% DOWN  
0.4% DOWN  
0.5% UP

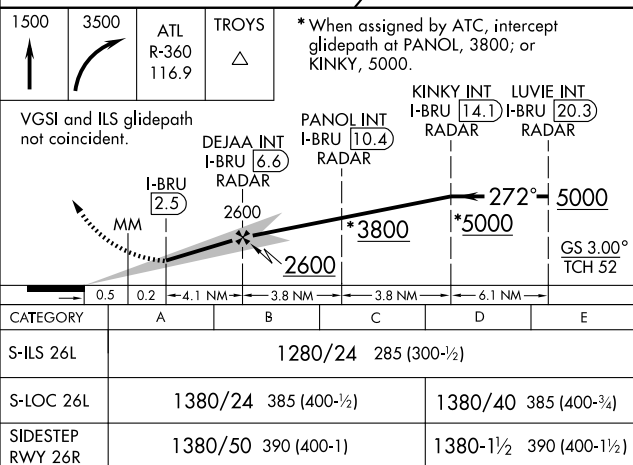
9000 X 150  
10000 X 150  
9001 X 150

27R

HIRL all runway  
TDZ/CL Rwy 8L, 9R, 10, 26L,  
27L and 28L

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

## RADAR REQUIRED



ATLANTA, GEORGIA  
Amdt 19B 22OCT09

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)  
33° 38' N-84° 26' W ILS or LOC RWY 26L

ILS or LOC RWY 26L

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4. 26 AUG 2010 to 23 SEP 2010



LOC/DME I-GXZ	APP CRS	Rwy Idg	26R	26L
<u>110.1</u>	<b>274°</b>	TDZE	<b>8800</b>	<b>10000</b>
Chan <b>38</b>		Apt Elev	<b>990</b>	<b>995</b>
			<b>1026</b>	<b>1026</b>

## ILS or LOC RWY 26R

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

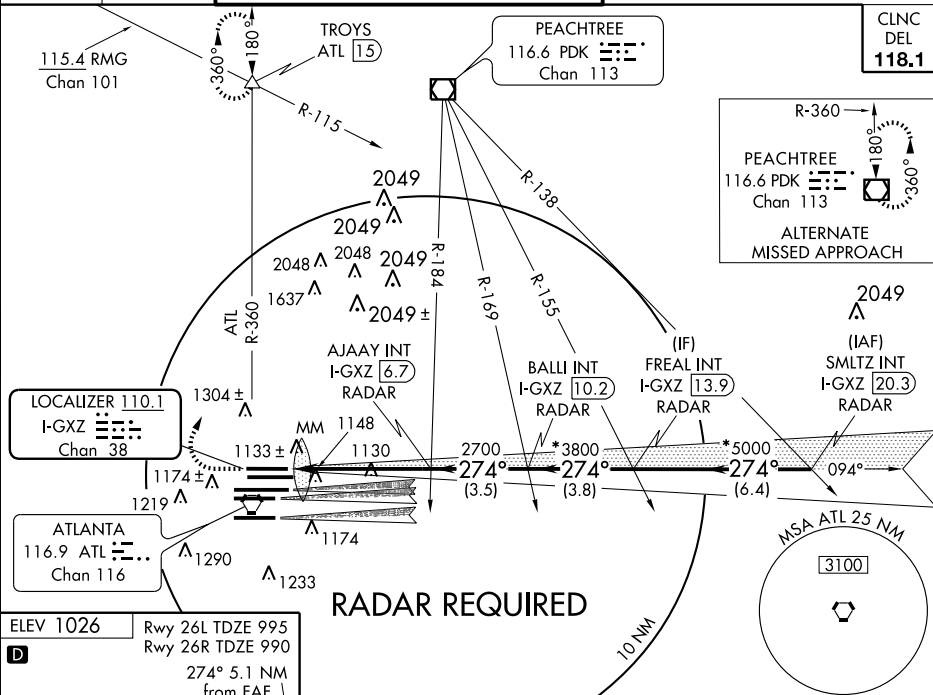
**T** Inoperative table does not apply to sidestep Rwy 26L Cats A and B. Simultaneous approach authorized with Rwy 27L or 27R or 28, or Rws 27R and 28. LOC procedure NA during simultaneous operations.


Rwy 26R  
MALSR

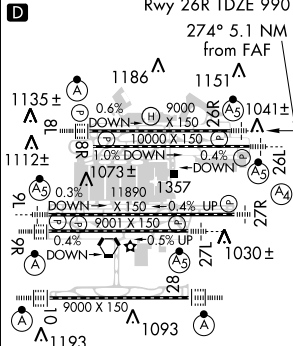
Rwy 261  
MALSR

**MISSED APPROACH:** Climb to 1400 then climbing right turn to 3500 via ATL VORTAC R-360 to TROYS INT/ATL 15 DME and hold.

ATIS	ATLANTA APP CON	ATLANTA TOWER							ALL RWYS	GND CON		ALL RWYS
ARR <b>119.65</b>		8L-26R	8R-26L	9L-27R	9R-27L	10-28			(8L-26R, 8R-26L)	(9L-27R, 9R-27L)	10-28	
DEP <b>125.55</b>	<b>127.9</b>	<b>379.9</b>	<b>119.1</b>	<b>125.325</b>	<b>123.85</b>	<b>119.3</b>	<b>119.5</b>	<b>381.6</b>	<b>121.9</b>	<b>127.75</b>	<b>121.65</b>	<b>381.6</b>



ELEV 1026	Rwy 26L TDZE 995
	Rwy 26R TDZE 990



HIRL all runways  
TDZ/CL Rwy's 8L, 9R, 10, 26R,  
28 and 27L

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

ATLANTA, GEORGIA

Amdt 5 22 OCT09

ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)

33°38'N-84°26'W

## ILS or LOC RWY 26R

SE-4. 26 AUG 2010 to 23 SEP 2010

LOC/DME I-FSQ <b>108.5</b> Chan <b>22</b>	APP CRS <b>274°</b>	Rwy Idg 27L <b>8865</b>	27R <b>11690</b>
		TDZE <b>999</b>	<b>985</b>
		Apt Elev <b>1026</b>	<b>1026</b>

ATLANTA/ ILS or LOC RWY 27L  
HARTSFIELD-JACKSON ATLANTA INTL (ATL)



Inoperative table does not apply to Sidestep Rwy 27R. For inoperative MALSR, increase S-LOC 27L Cat. D visibility to RVR 5000. Sidestep NA when simultaneous operations in effect. Simultaneous approaches authorized with Rwy 26L or 26R. LOC procedure NA during simultaneous operations.

Rwy 27L  
MALSR

Rwy 27R  
MALS  
-||-  
(A4)


**MISSED APPROACH:** Climb to 1400 then climbing left turn to 4000 via ATL VORTAC R-268 to TEMPO INT/ATL 30.3 DME and hold.

ATIS	ATLANTA	ATLANTA TOWER						ALL	GND CON		ALL	
APP	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS	(8L-26R, 8R-26L)	(9L-27R, 9R-27L)	10-28	RWYS	
ARR <b>119.65</b>												
DEP <b>125.55</b>	<b>127.9</b>	<b>379.9</b>	<b>119.1</b>	<b>125.325</b>	<b>123.85</b>	<b>119.3</b>	<b>119.5</b>	<b>381.6</b>	<b>121.9</b>	<b>121.75</b>	<b>121.65</b>	<b>381.6</b>

MISSED APCH FIX  
—R-172—  
Chan 101  
TEMPO  
ATL 30.3

116.9 ATL  
R-268  
Chan 116

LOCALIZER 108.5  
I-FSQ ::-:  
Chan 22

PEACHTREE  
116.6 PDK   
Chan 113

MSA ATL 25 NM  
3100

CLNC  
DEL  
**118.1**

ATLAN  
116.9 ATL  
Chan 1

DEPOT INT  
I-FSQ 7.1  
RADAR

ANVAL INT  
I-FSQ 10.8  
RADAR


(IF)  
DOOOH  
I-ESQ [1

DEZEE  
I-FSQ [RADAR

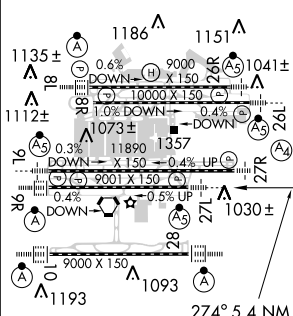
INT  
17.1 (I  
AR YABE

AF) 2  
BA INT

00 to YABBA INT  
02° (4.4) and  
LOC (2.5)

ELEV 1026	Rwy 27L TDZE 999
	Rwy 27R TDZE 985

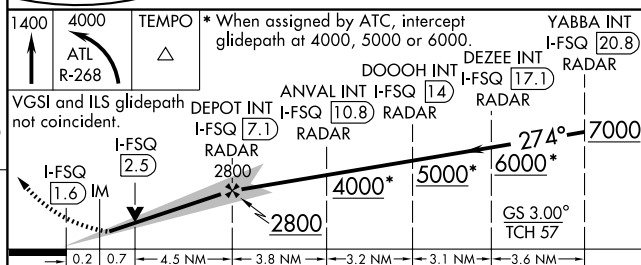
D



HIRL all runways  
TDZ/CL Rwys 8L, 9R,  
10, 26R, 27L and 28

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

## RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 27L	1199/18 200 (200-½)			
S-LOC 27L	1340/24 341 (400-½)			1340/40 341 (400-¾)
SIDESTEP 27R	1420/60 435 (400-1¼)	1420-1¾ 435 (400-1¾)		1420-2¼ 435 (400-2¼)

ATLANTA, GEORGIA  
Amdt 16 19NOV09

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)  
33°38'N-84°26'W      ILS or LOC RWY 27L

ILS or LOC RWY 27L

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4. 26 AUG 2010 to 23 SEP 2010

LOC/DME I-AFA <b>111.3</b> Chan <b>50</b>	APP CRS <b>272°</b>	Rwy Idg <b>11690</b> <b>8865</b> TDZE <b>985</b> <b>999</b> Apt Elev <b>1026</b> <b>1026</b>
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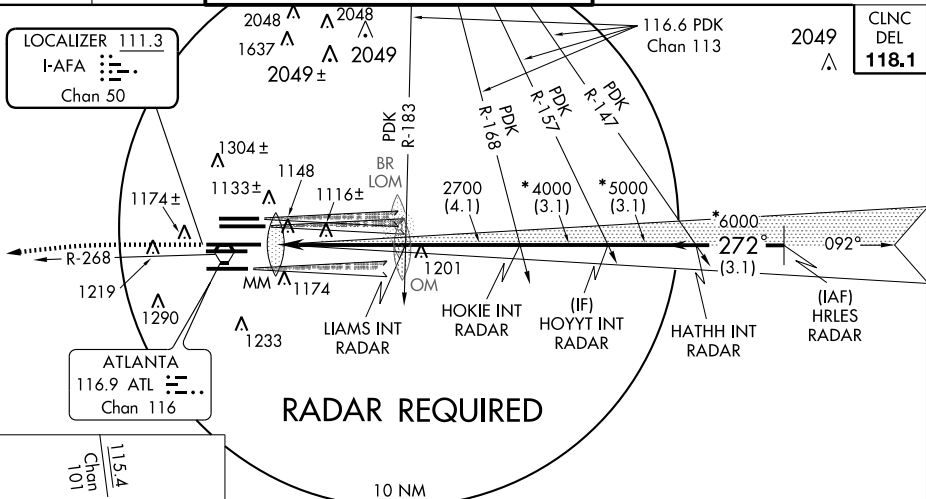
# ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

**MALS** MISSED APPROACH: Climb to 1400, then climbing left turn to 4000 via ATL VORTAC R-268 to TEMPO INT/ATL 30.3 DME and hold.

Simultaneous approaches authorized with Rwy 26L or 26R or 28, or Rwy 26R and 28. LOC procedure NA during simultaneous operations. Inoperative table does not apply to S-LOC 27R Cat. C and sidestep 27L Cats. A and B.

ATIS	ATLANTA	ATLANTA TOWER					ALL	GND CON	ALL
ARR <b>119.65</b>	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS	(8L-26R,8R-26L) (9L-27R,9R-27L)	10-28 RWYS
DEP <b>125.55</b>	<b>127.9 379.9</b>	<b>119.1</b>	<b>125.325</b>	<b>123.85</b>	<b>119.3</b>	<b>119.5</b>	<b>381.6</b>	<b>121.9</b>	<b>121.75 121.65 381.6</b>

LOCALIZER **111.3**  
I-AFA  
Chan **50**



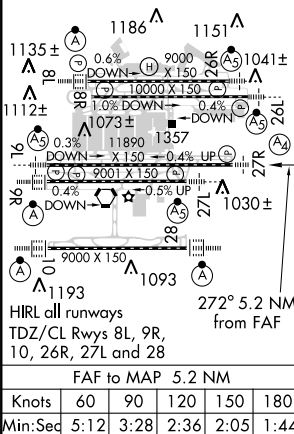
**RADAR REQUIRED**

10 NM

MSA ATL 25 NM

**3100**

ELEV <b>1026</b>	<b>D</b>
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ATLANTA, GEORGIA  
Amdt 4A 09295

1400	4000	TEMPO	*When assigned by ATC, intercept glidepath at HOKIE, 4000, or HOYTT, 5000, or HATHH, 6000.			
ATL R-268	116.9		LIAMS INT RADAR	HOKIE INT RADAR	HOYTT INT RADAR	HATHH INT RADAR
			MM	2700	4000*	5000*
					272°	7000
						GS 3.00°
						TCH 56
CATEGORY	A	B	C	D		
S-ILS 27R	1185/40 200 (200-¾)					
S-LOC 27R	1420/40	435 (400-¾)	1420/60	435 (400-1¼)	1420-1½	435 (400-1½)
SIDESTEP RWY 27L	1420/50 421 (400-1)					

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)  
33° 38'N-84° 26'W  
**ILS or LOC RWY 27R**

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-PKU <b>111.75</b> Chan <b>54</b> (Y)	APP CRS <b>272°</b>	Rwy Idg TDZE <b>9900</b> Apt Elev <b>998</b> <b>1026</b>
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## ILS or LOC RWY 28

ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)

Simultaneous approach authorized with Rwy 27R or 26L or 26R, or Rwy 27R and 26R.  
LOC Procedure NA during simultaneous operations.  
DME or Radar required.

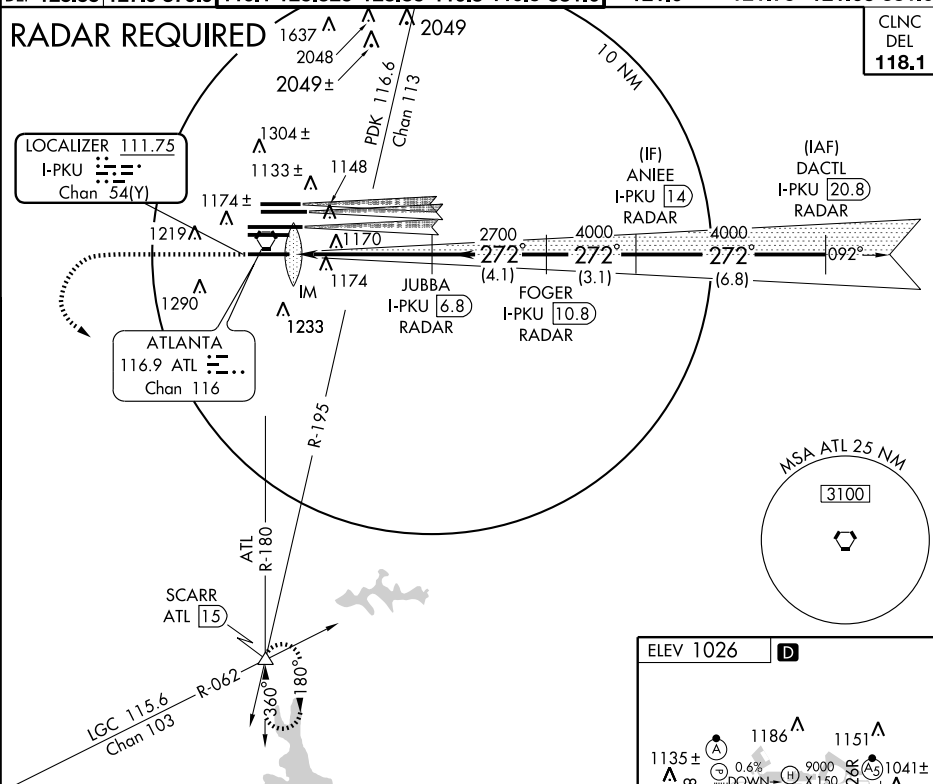
ALSF-2



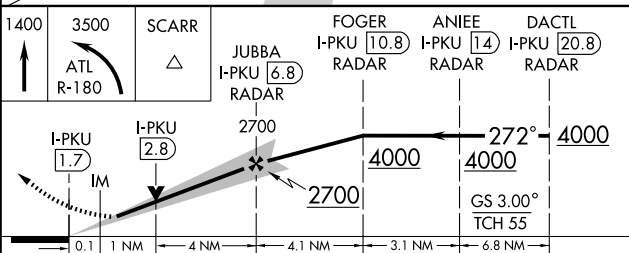
MISSED APPROACH: Climb to 1400 then climbing left turn to 3500 via ATL VORTAC R-180 to SCARR INT/ATL 1.5 DME and hold.

ATIS	ATLANTA	ATLANTA TOWER					ALL	GND CON	ALL
ARR <b>119.65</b>	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS	(8L-26R, 8R-26L) (9L-27R, 9R-27L) 10-28	RWYS
DEP <b>125.55</b>	<b>127.9 379.9</b>	<b>119.1</b>	<b>125.325</b>	<b>123.85</b>	<b>119.3</b>	<b>119.5 381.6</b>	<b>121.9</b>	<b>121.75</b>	<b>121.65 381.6</b>

## RADAR REQUIRED



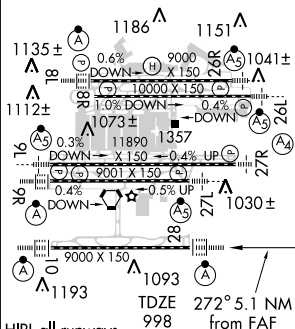
CNLC  
DEL  
**118.1**



CATEGORY	A	B	C	D
S-ILS 28	1198/18	200 (200-½)		
S-LOC 28	1420/24	422 (400-¾)	1420/40	422 (400-¾)

ELEV 1026

D



HIRL all runways  
TDZ/CL Rwy 8L, 9R,  
10, 26R, 27L and 28

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

LOC/DME I-HFW <b><u>109.3</u></b> Chan <b>30</b>	APP CRS <b>092°</b>	Rwy Idg <b>8800</b> TDZE <b>1015</b> Apt Elev <b>1026</b>
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(SIMULTANEOUS CLOSE PARALLEL)

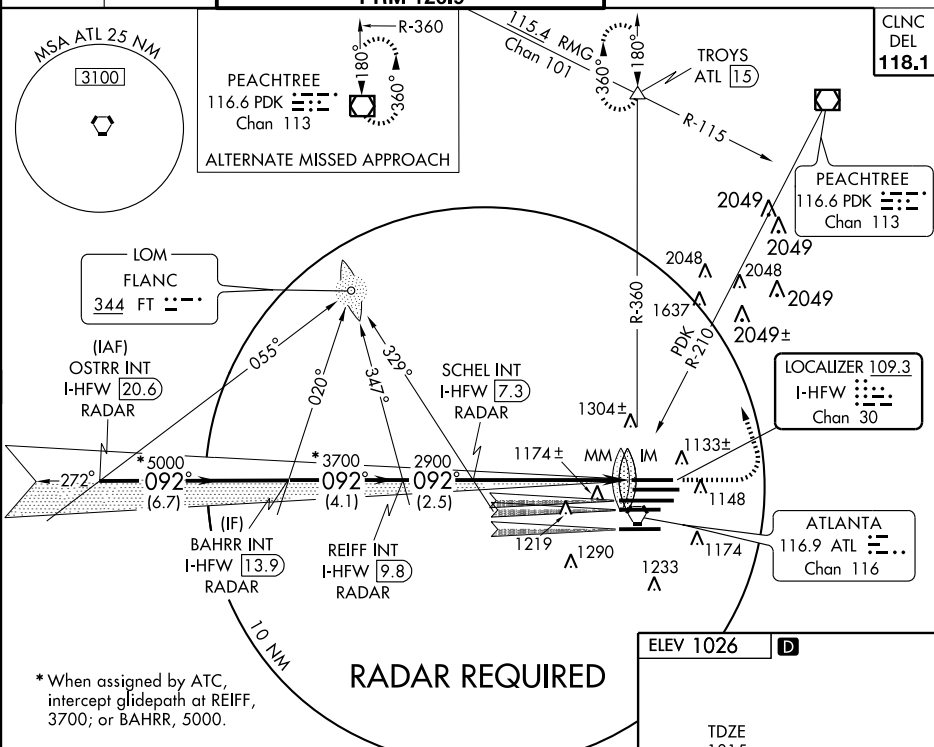
ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

**T** Simultaneous close parallel approach authorized with ILS PRM Rwy 9L or 9R and Rwy 10. Procedure NA when glideslope not available. Dual VHF comm required. See additional requirements on AAUP.

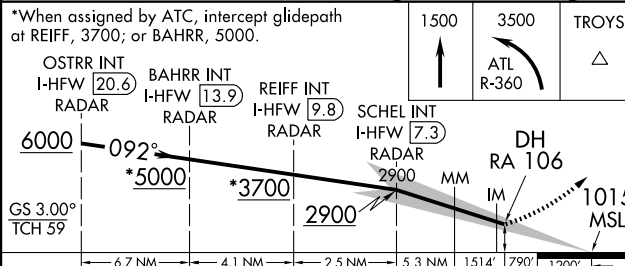


**MISSED APPROACH:** Climb to 1500, then climbing left turn to 3500 via ATL VORTAC R-360 to TROYS INT/ATL 15 DME and hold.

ATIS		ATLANTA		ATLANTA TOWER						ALL		GND CON				ALL	
ARR	119.65	APP CON		8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS	(8L-26R, 8R-26L)		(9L-27R, 9R-27L)	10-28	RWYS			
DEP	125.55	127.9	379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6				
				PRM 126.9													

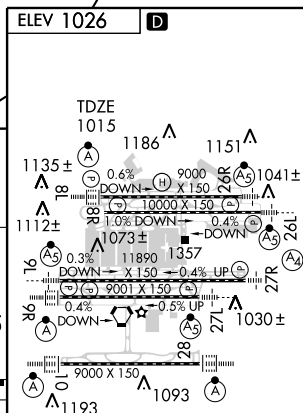


\*When assigned by ATC, intercept glidepath at REIFF, 3700; or BAHRR, 5000.



CATEGORY	A	B	C	D
S-ILS 8L	RA 106/12 100 PA 1115			

CATEGORY II ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED



HIRL all runways  
TDZ/CL Rwys 8L, 9R, 10, 26R,  
27L and 28

**ATTENTION ALL USERS PAGE (AAUP)**

**Condensed Briefing Point:**

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

- (a) **Minimums and missed approach procedures are unchanged.**
- (b) **Monitor frequency no longer required.**
- (c) **A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.**

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

- (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,500 feet at ATL.
- (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY,  
HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

**Simultaneous close parallel approach authorized with ILS PRM Rwy 9L or 9R and Rwy 10. Procedure NA when glideslope not available. Dual VHF comm required. See additional requirements on AAUP.**

**ATIS**  
 ARR **119.65**  
 DEP **125.55**

**ATLANTA APP CON**  
**127.9 379.9**

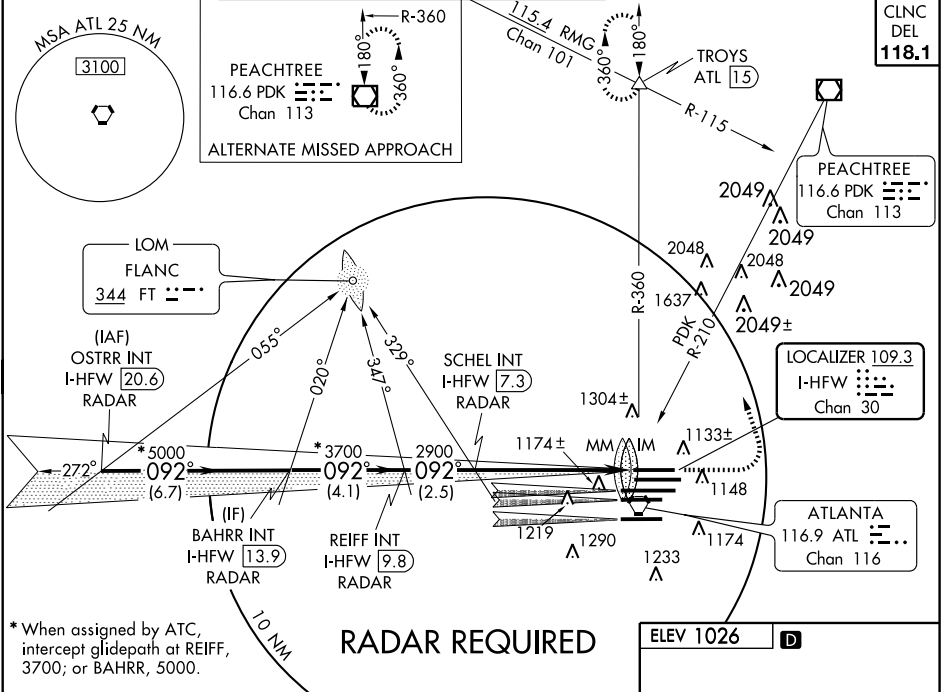
**ATLANTA TOWER**  
 8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS  
**119.1 125.325 123.85 119.3 119.5 381.6**  
**PRM 126.9**

**ALL**  
 (8L-26R, 8R-26L) (9L-27R, 9R-27L) 10-28 RWYS  
**121.9 121.75 121.65 381.6**

**GND CON**  
**121.9 121.75 121.65 381.6**

**MISSED APPROACH:** Climb to 1500, then climbing left turn to 3500 via ATL VORTAC R-360 to TROYS INT/ATL 15 DME and hold.

**ALSIF-2**



\*When assigned by ATC, intercept glideslope at REIFF, 3700; or BAHRR, 5000.

\*When assigned by ATC, intercept glideslope at REIFF, 3700; or BAHRR, 5000.

OSTRR INT I-HFW 20.6 RADAR  
 BAHRR INT I-HFW 13.9 RADAR  
 REIFF INT I-HFW 9.8 RADAR  
 SCHEL INT I-HFW 7.3 RADAR

1500  
 3500  
 TROYS  
 ATL R-360

6000  
 GS 3.00° TCH 59

092°  
 \*5000  
 \*3700  
 2900  
 1192  
 1115  
 1015 MSL

6.7 NM  
 4.1 NM  
 2.5 NM  
 5.3 NM  
 1456'  
 848'  
 1200'

CATEGORY	A	B	C	D
S-ILS 8L		CAT IIIa	RVR 07	
S-ILS 8L		CAT IIIb	RVR 06	
S-ILS 8L		CAT IIIc	NA	

**CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

TDZE 1015  
 1135±  
 1112±  
 1186  
 1151  
 9000  
 1041±  
 1073±  
 11890  
 1357  
 9001 X 150  
 1030±  
 1093  
 1193

HIRL all runways  
 TDZ/CL Rwy 8L, 9R, 10, 26R, 27L and 28

**ATTENTION ALL USERS PAGE (AAUP)**

Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

- (a) **Minimums and missed approach procedures are unchanged.**
- (b) **Monitor frequency no longer required.**
- (c) **A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.**

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

- (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,500 feet at ATL.
- (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY,  
HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.



(SIMULTANEOUS CLOSE PARALLEL)  
ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

**MISSED APPROACH:** Climb to 1500, then climbing left turn to 3500 via ATL VORTAC R-360 to TROYS INT/ATL 15 DME and hold.

MSA ATL 25 NM	R-360 80°	115.4 RMG Chan 101 180°	CLNC DEL <b>118.1</b>
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\* When assigned by ATC, intercept glidepath at REIFF, 3700; or BAHRR, 5000.

HIRL all runways  
TDZ/CL Rwy's 8L, 9R, 10, 26R,  
27L and 28

## ATTENTION ALL USERS PAGE (AAUP)

### Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

- (a) **Minlums and mlssed approach procedures are unchanged.**
- (b) **Monitor frequency no longer required.**
- (c) **A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.**

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will **ONLY** transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

- (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,500 feet at ATL.

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"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY,  
HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

LOC/DME I-ATL <b>109.9</b> Chan <b>36</b>	APP CRS <b>092°</b>	Rwy Idg TDZE <b>1024</b> Apt Elev <b>1026</b>	<b>10000</b>
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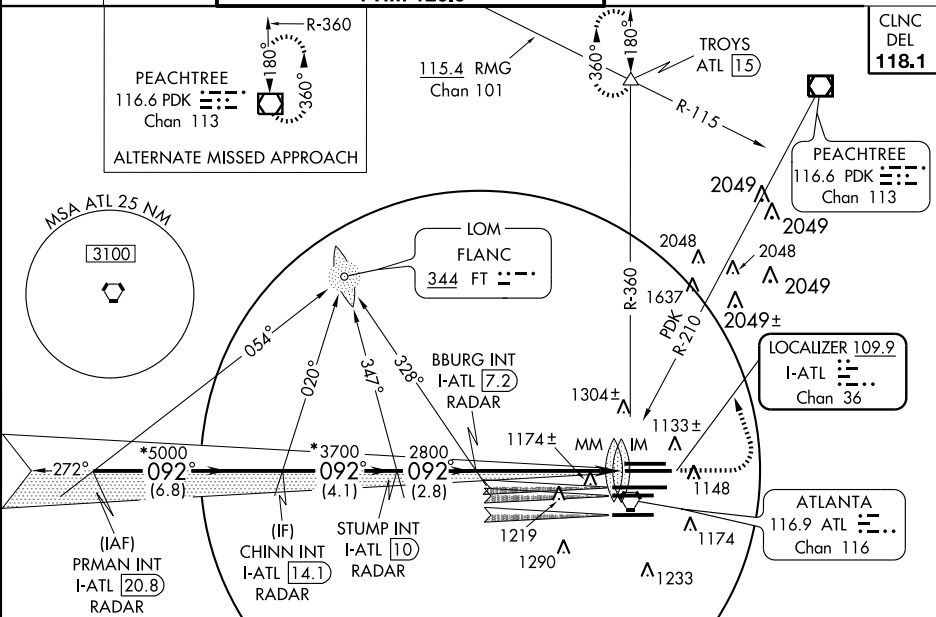
## (SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

Simultaneous close parallel approach authorized with ILS PRM Rwy 8L or 9R and Rwy 10. Procedure NA when glideslope not available. Dual VHF comm required. See additional requirements on adjacent information page.

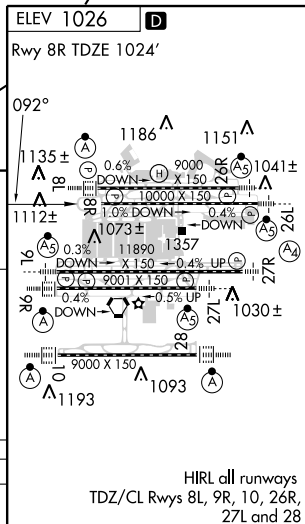
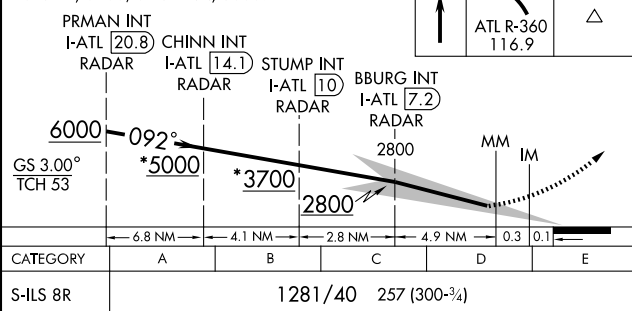
MISSED APPROACH: Climb to 1500, then climbing left turn to 3500 via ATL VORTAC R-360 to TROYS Int/ATL 15 DME and hold.

ATIS ARR <b>119.65</b> DEP <b>125.55</b>	ATLANTA APP CON <b>127.9 379.9</b>	ATLANTA TOWER 8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS <b>119.1 125.325 123.85 119.3 119.5 381.6</b> PRM <b>126.9</b>	ALL RWYS <b>121.9 121.75 121.65 381.6</b>	GND CON (8L-26R, 8R-26L) (9L-27R, 9R-27L) 10-28 RWYS <b>121.9 121.75 121.65 381.6</b>
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\* When assigned by ATC, intercept glidepath at STUMP, 3700; or CHINN, 5000.

\* When assigned by ATC, intercept glidepath at STUMP, 3700; or CHINN, 5000.



## ATTENTION ALL USERS PAGE (AAUP)

### Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

- (a) **Minimums and missed approach procedures are unchanged.**
- (b) **Monitor frequency no longer required.**
- (c) **A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.**

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

- (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,500 feet at ATL.
- (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY,  
HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

LOC/DME I-HZK  
**110.5**  
Chan **42**

APP CRS  
**092°**

Rwy Idg **11730**  
TDZE **1019**  
Apt Elev **1026**

## (SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

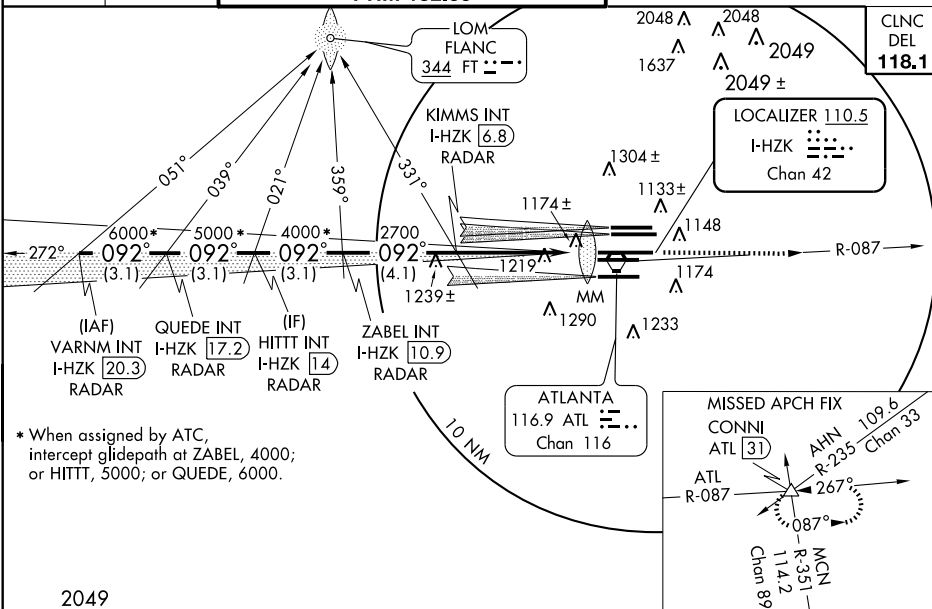
Simultaneous close parallel approach authorized with ILS PRM Rwy 8L or 8R and Rwy 10. Procedure NA when glideslope not available. Dual VHF comm required. See additional requirements on adjacent information page. \*\* RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR



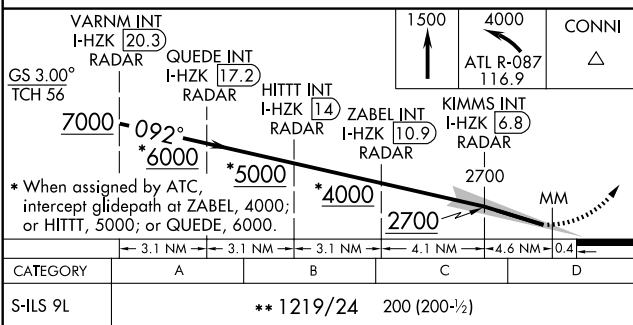
MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 via ATL VORTAC R-087 to CONNI Int/ATL 31 DME and hold.

ATIS	ATLANTA	ATLANTA TOWER	ALL	GND CON	ALL
ARR <b>119.65</b>	APP CON	8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS	(8L-26R, 8R-26L) (9L-27R, 9R-27L) 10-28 RWYS		
DEP <b>125.55</b>	<b>127.9 379.9</b>	<b>119.1 125.325 123.85 119.3 119.5 381.6</b>	<b>121.9 121.75 121.65 381.6</b>		
		<b>PRM 132.55</b>			

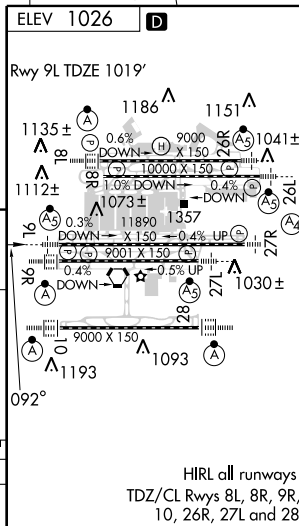


\* When assigned by ATC, intercept glidepath at ZABEL, 4000; or HIITT, 5000; or QUEDE, 6000.

RADAR REQUIRED



\* When assigned by ATC, intercept glidepath at ZABEL, 4000; or HIITT, 5000; or QUEDE, 6000.



HIRL all runways  
TDZ/CL Rwy 8L, 8R, 9R,  
10, 26R, 27L and 28

**ATTENTION ALL USERS PAGE (AAUP)****Condensed Briefing Point:**

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

- (a) **Minimums and missed approach procedures are unchanged.**
- (b) **Monitor frequency no longer required.**
- (c) **A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.**

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will **ONLY** transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

- (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,500 feet at ATL.
- (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:  

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY,  
 HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

LOC/DME I-FUN <b>108.9</b> Chan <b>26</b>	APP CRS <b>092°</b>	Rwy Idg TDZE <b>1026</b> Apt Elev <b>1026</b>	<b>9000</b> <b>1026</b> <b>1026</b>
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## (SIMULTANEOUS CLOSE PARALLEL)

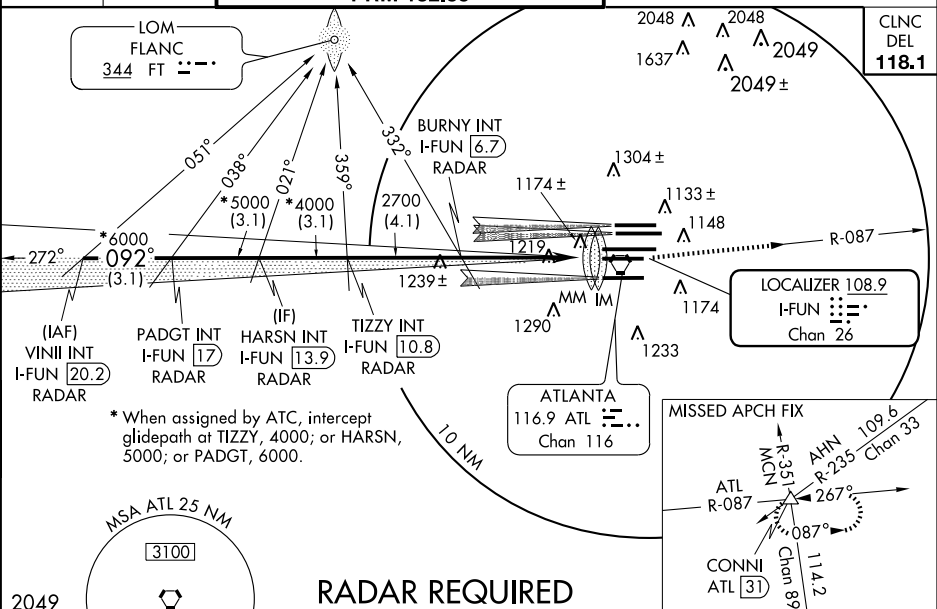
ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)

Simultaneous close parallel approach authorized with ILS PRM Rwy 8L or 8R and Rwy 10. Procedure NA when glideslope not available. Dual VHF comm required. See additional requirements on AAUP. Radar required.



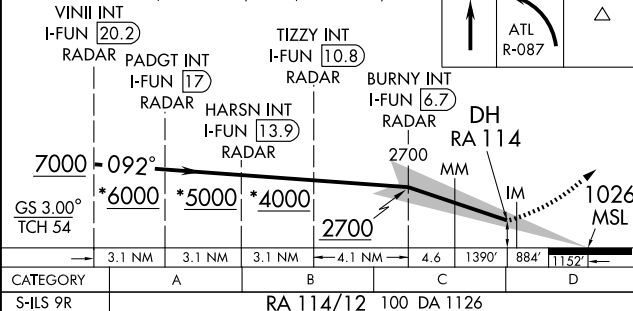
MISSED APPROACH: Climb to 1500, then climbing left turn to 4000 via ATL VORTAC R-087 to CONNI INT/ATL 31 DME and hold.

ATIS ARR <b>119.65</b> DEP <b>125.55</b>	ATLANTA APP CON <b>127.9 379.9</b>	ATLANTA TOWER 8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS <b>119.1 125.325 123.85 119.3 119.5 381.6</b> <b>PRM 132.55</b>	ALL RWYS <b>121.9 121.75 121.65 381.6</b>
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RADAR REQUIRED

\* When assigned by ATC, intercept glidepath at TIZZY, 4000; or HARSN, 5000; or PADGT, 6000.



**CATEGORY II ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED**

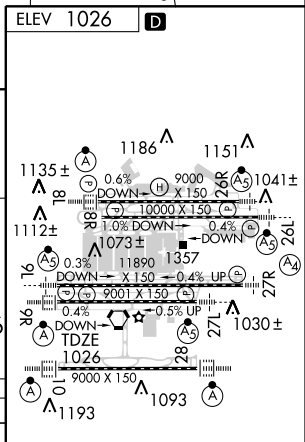
ATLANTA, GEORGIA  
Orig-A 09351

33°38'N-84°26'W

ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)

ILS PRM RWY 9R (CAT II) (SIMULTANEOUS CLOSE PARALLEL)

SE-4, 26 AUG 2010 to 23 SEP 2010



HIRL all runways  
TDZ/CL Rwy 8L, 9R,  
10, 26R, 27L and 28

### ATTENTION ALL USERS PAGE (AAUP)

#### Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

- (a) **Minlimums and mlssed approach procedures are unchanged.**
- (b) **Monltor frequency no longer required.**
- (c) **A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.**

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will **ONLY** transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

- (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,500 feet at ATL.

- (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY,  
HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.



LOC/DME I-FUN <b>108.9</b> Chn <b>26</b>	APP CRS <b>092°</b>	Rwy Idg <b>9000</b> TDZE <b>1026</b> Apt Elev <b>1026</b>
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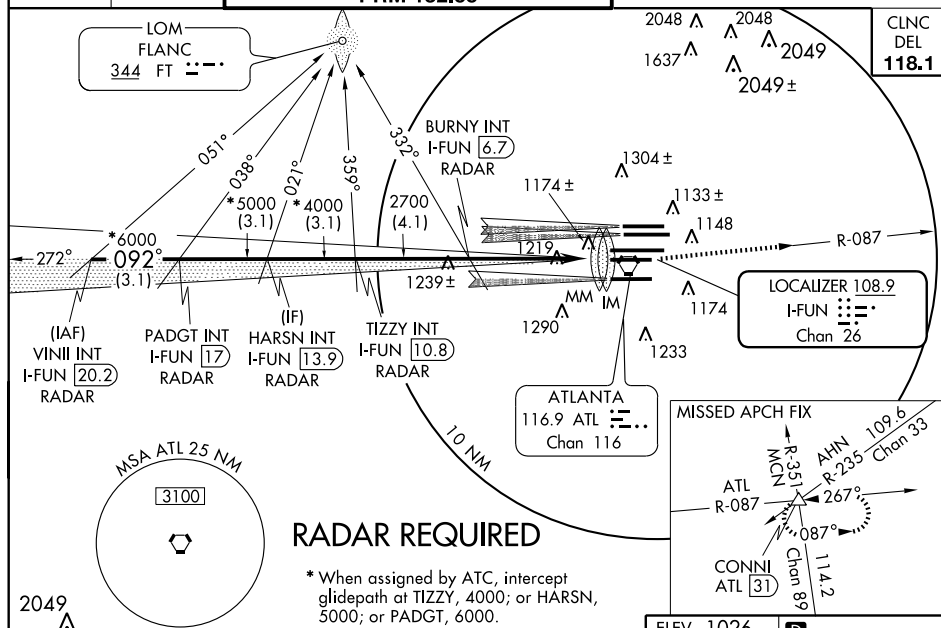
(SIMULTANEOUS CLOSE PARALLEL)  
ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

**T** Simultaneous close parallel approach authorized with ILS PRM Rwy 8L or 8R and Rwy 10. Procedure NA when glideslope not available. Dual VHF comm required. See additional requirements on AAUP. Radar required.

ALSF-2

**MISSED APPROACH:** Climb to 1500, then climbing left turn to 4000 via ATL VORTAC R-087 to CONNI INT/ATL 31 DME and hold.

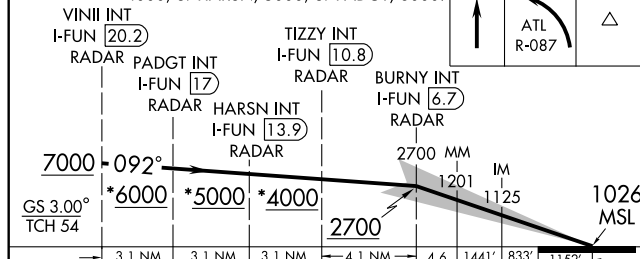
ATIS		ATLANTA		ATLANTA TOWER					ALL				GND CON		ALL		
ARR	119.65	APP CON		8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS					(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	RWYS
DEP	125.55	127.9	379.9	119.1	125.325	123.85	119.3	119.5	381.6				121.9	121.75	121.65	381.6	
				PRM 132.55													



\* When assigned by ATC, intercept glidepath at TIZZY, 4000; or HARSN, 5000; or PADGT, 6000.

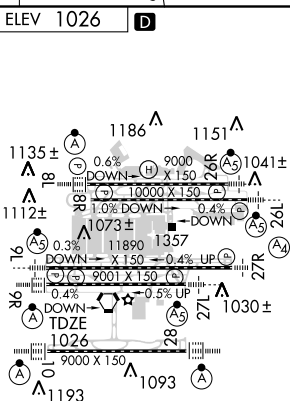
\* When assigned by ATC, intercept glidepath at TIZZY, 4000; or HARSN, 5000; or PADGT, 6000.

1500 ↑	4000 ↙ ATL R-087	CONNI △
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CATEGORY	A	B	C	D
S-ILS 9R		CAT III <sub>a</sub>	RVR 07	
S-ILS 9R		CAT III <sub>b</sub>	RVR 03	
S-ILS 9R		CAT III <sub>c</sub>	NA	

CATEGORY III ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED



HIRL all runways  
TDZ/CL Rwys 8L, 9R,  
10, 26R, 27L and 28

ATLANTA, GEORGIA  
Orig-A 09351

33°38'N-84°26'W

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

ILS PRM RWY 9R (CAT III) (SIMULTANEOUS CLOSE PARALLEL)

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4. 26 AUG 2010 to 23 SEP 2010

**ATTENTION ALL USERS PAGE (AAUP)**

**Condensed Briefing Point:**

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

- (a) **Minlimums and mlssed approach procedures are unchanged.**
- (b) **Monitor frequency no longer required.**
- (c) **A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.**

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

(a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,500 feet at ATL.

(b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY,  
HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

LOC/DME I-FUN <b>108.9</b> Chan <b>26</b>	APP CRS <b>092°</b>	Rwy Idg TDZE Apt Elev	<b>9000</b> <b>1026</b> <b>1026</b>
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# (SIMULTANEOUS CLOSE PARALLEL)

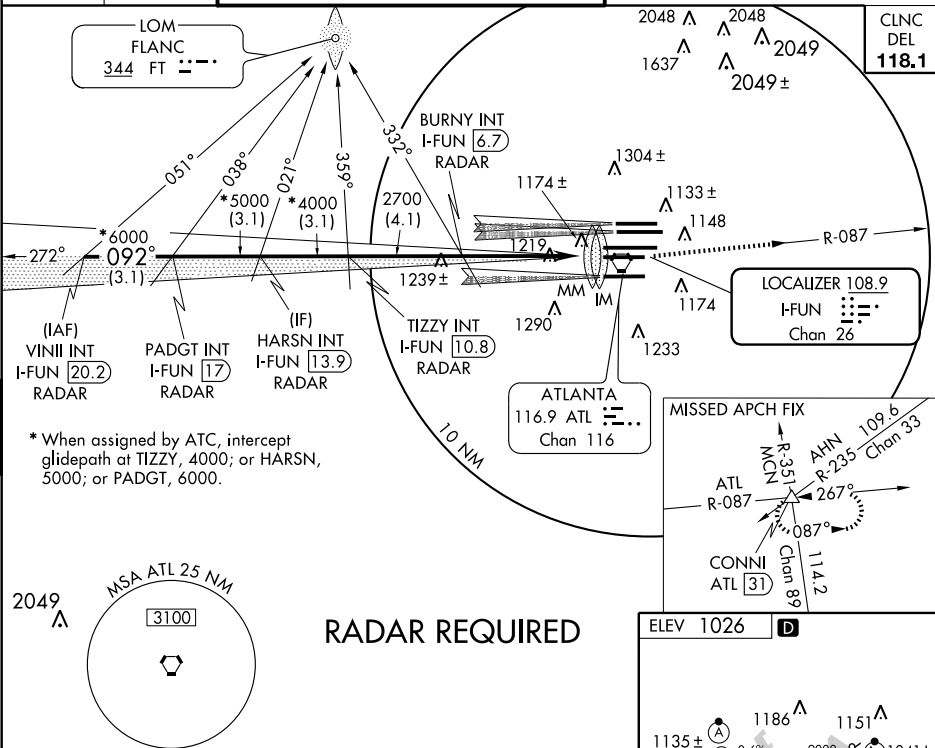
ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)

▼ Simultaneous close parallel approach authorized with ILS PRM Rwy 8L or 8R and Rwy 10. Procedure NA when glideslope not available. Dual VHF comm required. See additional requirements on AAUP. Radar required.

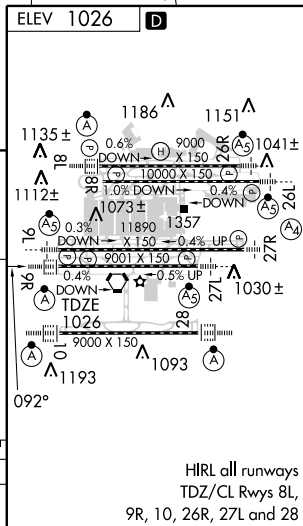
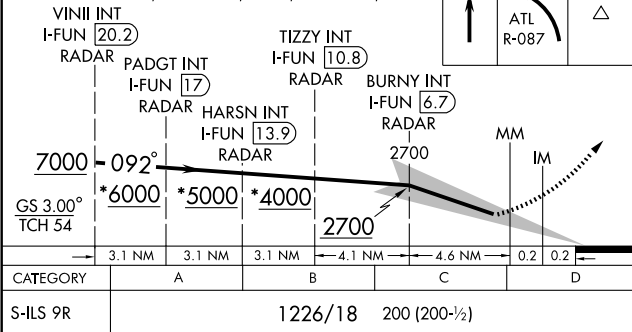


MISSED APPROACH: Climb to 1500, then climbing left turn to 4000 via ATL VORTAC R-087 to CONNI INT/ATL 31 DME and hold.

ATIS ARR <b>119.65</b> DEP <b>125.55</b>	ATLANTA APP CON <b>127.9 379.9</b>	ATLANTA TOWER 8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS <b>119.1 125.325 123.85 119.3 119.5 381.6</b> <b>PRM 132.55</b>	ALL RWYS <b>121.9 121.75 121.65 381.6</b>
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\* When assigned by ATC, intercept glidepath at TIZZY, 4000, or HARSN, 5000, or PADGT, 6000.



### ATTENTION ALL USERS PAGE (AAUP)

Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

- (a) **Minimums and missed approach procedures are unchanged.**
- (b) **Monitor frequency no longer required.**
- (c) **A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.**

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

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"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY,  
HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

LOC/DME I-OMO  
**111.55**  
Chan **52(Y)**

APP CRS  
**092°**

Rwy Idg **9000**  
TDZE **1000**  
Apt Elev **1026**

(SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

Simultaneous close parallel approach authorized with ILS PRM Rwy 9L or 9R and 8L or 8R. Procedure NA when glideslope not available. Dual VHF comm Required. See additional requirements on AAUP. ILS LOC unusable for rollout guidance.



MISSED APPROACH: Climb to 1400 then climbing right turn to 3500 via ATL VORTAC R-180 to SCARR Int/ATL 15 DME and hold.

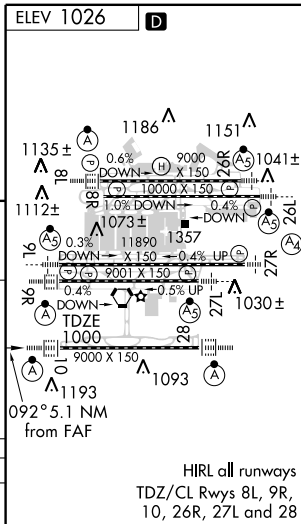
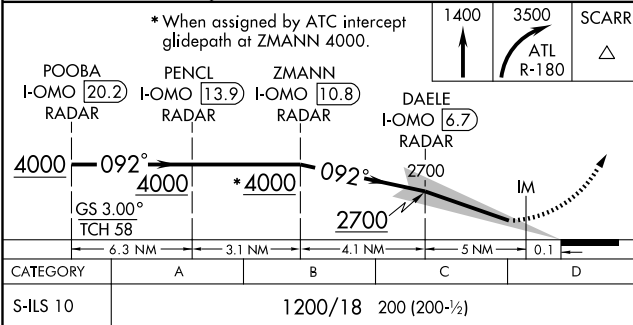
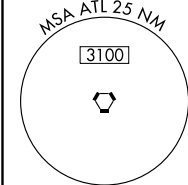
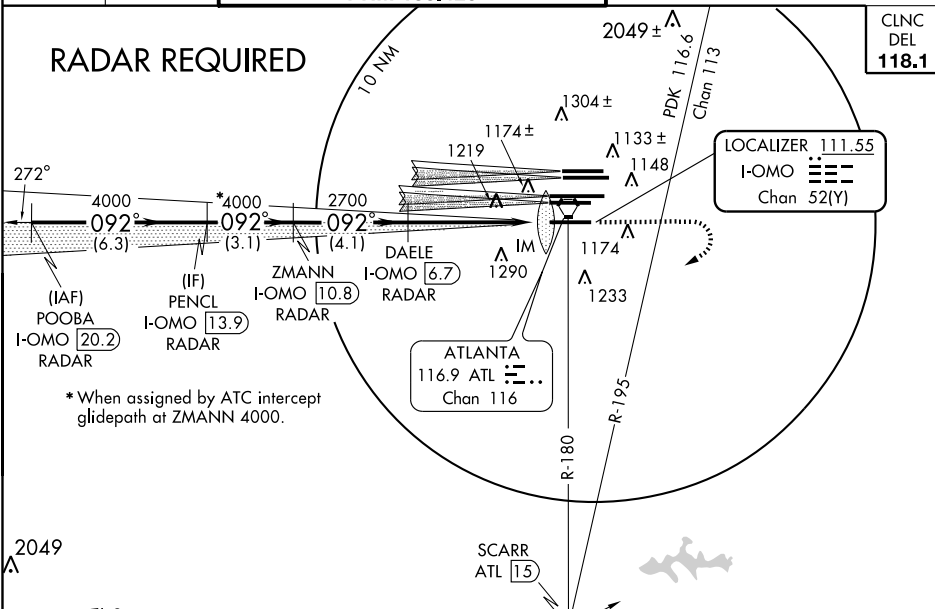
ATIS  
ARR **119.65**  
DEP **125.55**

ATLANTA  
APP CON  
**127.9 379.9**

ATLANTA TOWER  
8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS  
**119.1 125.325 123.85 119.3 119.5 381.6**  
**PRM 133.425**

GND CON  
(8L-26R, 8R-26L) (9L-27R, 9R-27L) 10-28 RWYS  
**121.9 121.75 121.65 381.6**

## RADAR REQUIRED



**ATTENTION ALL USERS PAGE (AAUP)****Condensed Briefing Point:**

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

- (a) **Minimums and missed approach procedures are unchanged.**
- (b) **Monitor frequency no longer required.**
- (c) **A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.**

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will **ONLY** transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

- (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,500 feet at ATL.
- (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:  

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY,  
 HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

LOC/DME I-OMO  
**111.55**  
Chan **52** (Y)

APP CR  
092°

Rwy Idg	<b>9000</b>
TDZE	<b>1000</b>
Apt Elev	<b>1026</b>

(SIMULTANEOUS CLOSE PARALLEL)  
ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)

**T** Simultaneous close parallel approach authorized with ILS PRM Rwy 9L or 9R and 8L or 8R. Procedure NA when glideslope not available. Dual VHF comm Required. See additional requirements on AAUP. ILS LOC unusable for rollout guidance.

ALSF-2

**MISSED APPROACH:** Climb to 1400 then climbing right turn to 3500 via ATL VORTAC R-180 to SCARR Int/ATL 15 DME and hold.

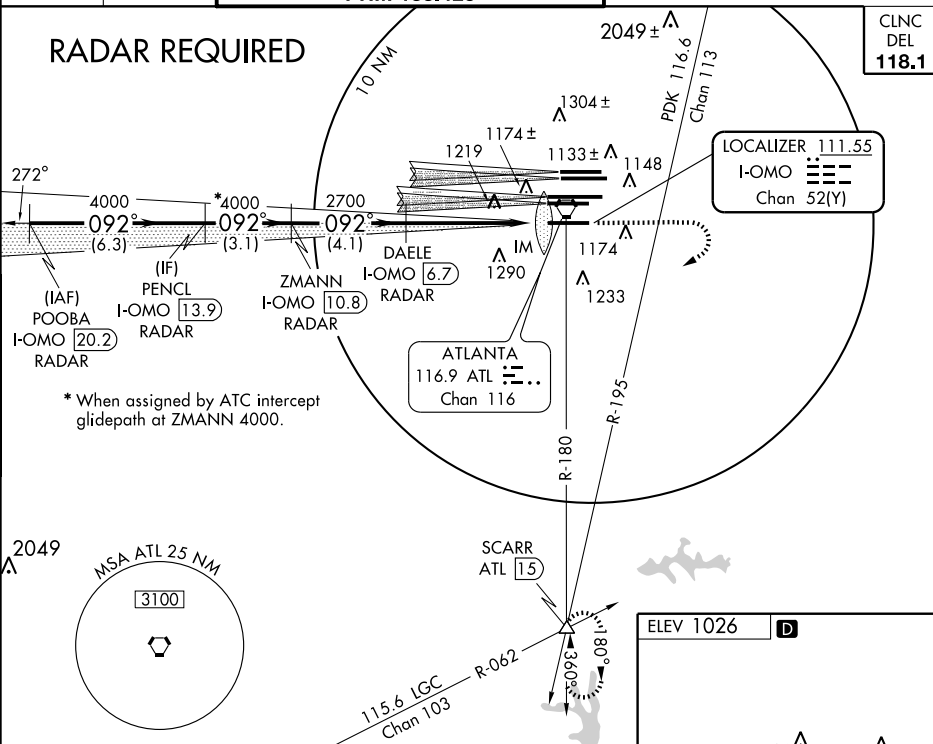
ATIS  
ARR **119.65**  
DEP **125.55**

ATLANTA  
APP CON  
27.9 379.9

ATLANTA TOWER					ALL
8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS
119.1	125.325	123.85	119.3	119.5	381.6
PRM 133.425					

(8L-26R,8R-26L)	GND CON (9L-27R,9R-27L)	10-28	ALL RWYS
121.9	121.75	121.65	381.6

## RADAR REQUIRED



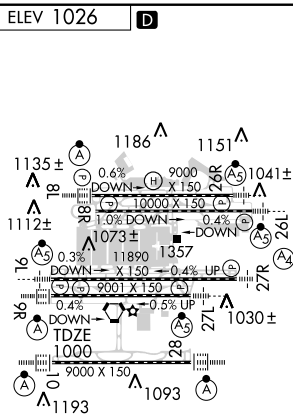
\* When assigned by ATC, intercept glidepath at ZMANN 4000.

1400 ↑	3500 ↗ ATL R-180	SCARR △
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Diagram illustrating the chemical structure and NMR data for a poly(arylene ether) polymer. The structure is shown as a repeating unit with three distinct regions: POOBA (1-OMO 20.2), PENCL (1-OMO 13.9), and ZMANN (1-OMO 10.8). The NMR spectrum shows peaks at 4000, 092, 092, and 27 ppm. The spectrum is divided into three segments by vertical lines, with distances of 6.3 NM, 3.1 NM, and 4.1 NM indicated between the segments. The first segment is labeled 'GS 3.00° TCH 58'.

CATEGORY	A	B	C	D
S-ILS 10	RA 107/12 100 DA 1100			

## CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



HIRL all runways  
TDZ/CL Rwys 8L, 9R,  
10, 26R, 27L and 28

## ATTENTION ALL USERS PAGE (AAUP)

### Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

- (a) **Minimums and missed approach procedures are unchanged.**
- (b) **Monitor frequency no longer required.**
- (c) **A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.**

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

- (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,500 feet at ATL.
- (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY,  
HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.



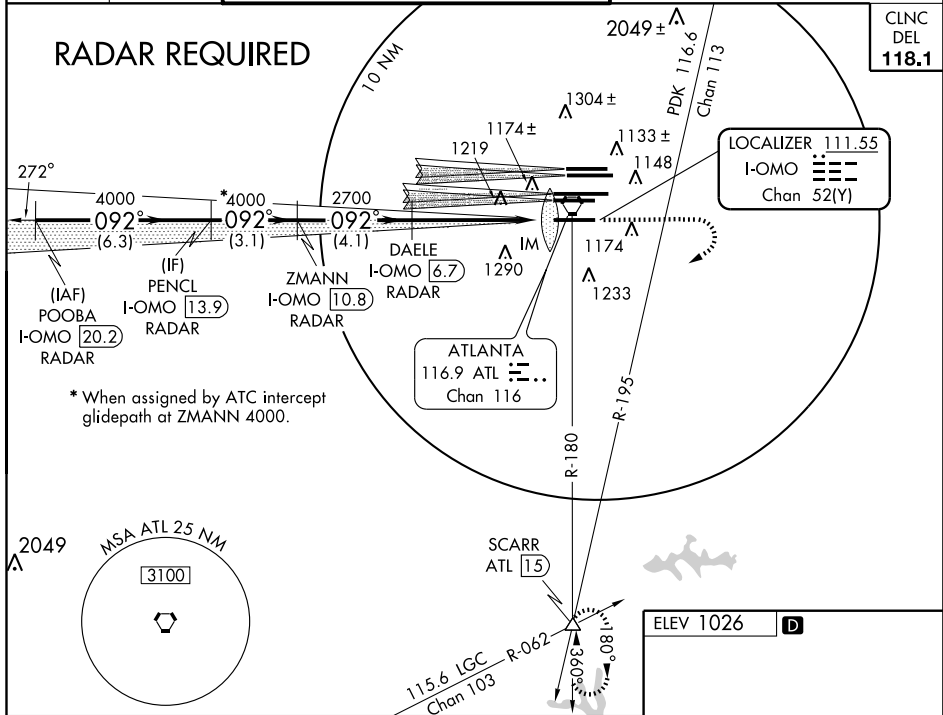
LOC/DME I-OMO <b>111.55</b> Chan <b>52(Y)</b>	APP CRS <b>092°</b>	Rwy Idg TDZE Apt Elev	<b>9000</b> <b>1000</b> <b>1026</b>
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# (SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

<p>Simultaneous close parallel approach authorized with ILS PRM Rwy 9L or 9R and 8L or 8R. Procedure NA when glideslope not available. Dual VHF comm Required. See additional requirements on AAUP. ILS LOC unusable for rollout guidance.</p>	<p>ALSIF-2</p>	<p>MISSED APPROACH: Climb to 1400 then climbing right turn to 3500 via ATL VORTAC R-180 to SCARR Int/ATL 15 DME and hold.</p>
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<p>ATIS ARR <b>119.65</b> DEP <b>125.55</b></p>	<p>ATLANTA APP CON <b>127.9 379.9</b></p>	<p>ATLANTA TOWER 8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS <b>119.1 125.325 123.85 119.3 119.5 381.6</b> <b>PRM 133.425</b></p>	<p>ALL (8L-26R, 8R-26L) (9L-27R, 9R-27L) 10-28 RWYS <b>121.9 121.75 121.65 381.6</b></p>
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<p>POOBA I-OMO 20.2 PENCL I-OMO 13.9 ZMANN I-OMO 10.8 DAELE I-OMO 6.7</p>	<p>4000 092° 4000 GS 3.00° TCH 58</p>	<p>* 4000 092° 2700 1100 1000 MSL</p>	<p>1400 3500 SCARR ATL R-180</p>
CATEGORY	A	B	C
S-ILS-10		CAT IIIa	RVR 07
S-ILS-10		CAT IIIb	NA
S-ILS-10		CAT IIIc	NA

**CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

## ATTENTION ALL USERS PAGE (AAUP)

### Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

- (a) **Minimums and missed approach procedures are unchanged.**
- (b) **Monitor frequency no longer required.**
- (c) **A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.**

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will **ONLY** transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

- (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,500 feet at ATL.
- (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY,  
HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

SE-4 26 AUG 2010 to 23 SEP 2010

**ATTENTION ALL USERS PAGE (AAUP)****Condensed Briefing Point:**

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

- (a) **Minimums and missed approach procedures are unchanged.**
- (b) **Monitor frequency no longer required.**
- (c) **A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.**

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will **ONLY** transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

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- (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,500 feet at ATL.

- (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY,  
HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

ATLANTA, GEORGIA

AL-26 (FAA)

09351

ILS PRM RWY 26R (CAT II)

LOC/DME I-GXZ <b>110.1</b> Chan <b>38</b>	APP CRS <b>274°</b>	Rwy Idg TDZE Apt Elev	<b>8800</b> <b>990</b> <b>1026</b>
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(SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)

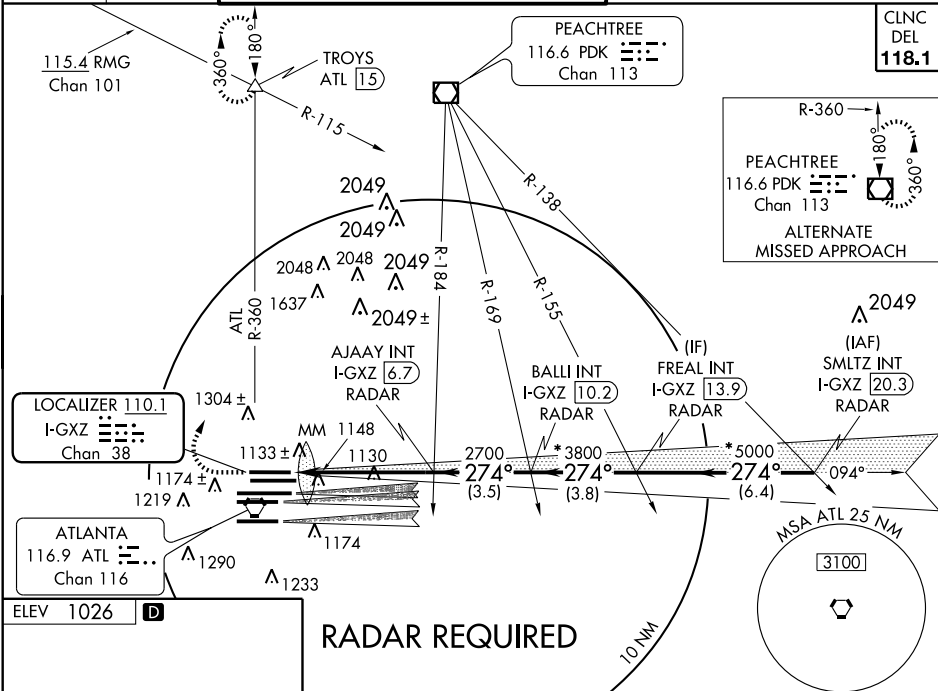
Simultaneous close parallel approach authorized with ILS PRM Rwy 27L or 27R and 28. Procedure NA when glide slope not available. Dual VHF comm required. See additional requirements on AAUP. Procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPSPEC approval or LOA for this runway.

MALSR

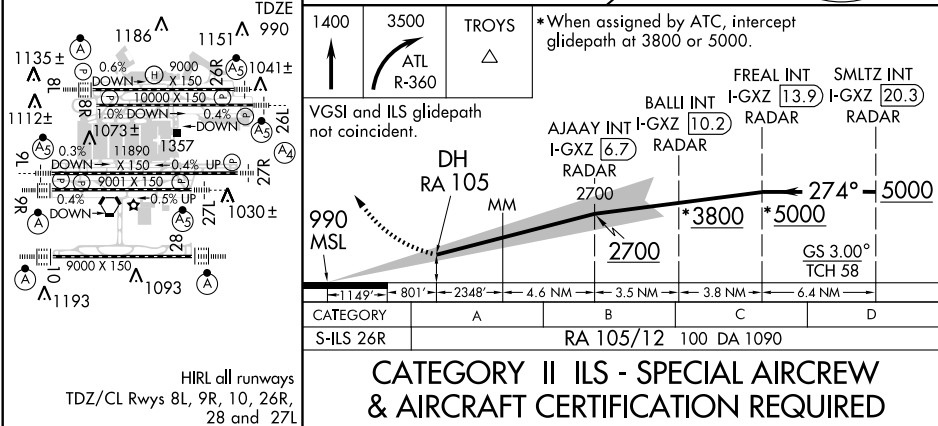


MISSED APPROACH: Climb to 1400 then climbing right turn to 3500 via ATL VORTAC R-360 to TROYS INT/ATL 15 DME and hold.

ATIS ARR <b>119.65</b> DEP <b>125.55</b>	ATLANTA APP CON <b>127.9 379.9</b>	ATLANTA TOWER 8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS <b>119.1 125.325 123.85 119.3 119.5 381.6</b> <b>PRM 126.9</b>	ALL (8L-26R, 8R-26L) (9L-27R, 9R-27L) 10-28 RWYS <b>121.9 121.75 121.65 381.6</b>	GND CON <b>121.9 121.75 121.65 381.6</b>	ALL RWYS
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RADAR REQUIRED



CATEGORY II ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED

ATLANTA, GEORGIA

33°38'N-84°26'W

ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)

Amdt 1 22OCT09

ILS PRM RWY 26R (CAT II) (SIMULTANEOUS CLOSE PARALLEL)

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010

**ATTENTION ALL USERS PAGE (AAUP)**

**Condensed Briefing Point:**

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

- (a) **Minimums and missed approach procedures are unchanged.**
- (b) **Monitor frequency no longer required.**
- (c) **A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.**

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will **ONLY** transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

- (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,500 feet at ATL.
- (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:  
"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY,  
HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

LOC/DME I-GXZ <b>110.1</b> Chan <b>38</b>	APP CRS <b>274°</b>	Rwy Idg TDZE Apt Elev	<b>8800</b> <b>990</b> <b>1026</b>
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# (SIMULTANEOUS CLOSE PARALLEL)

## ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

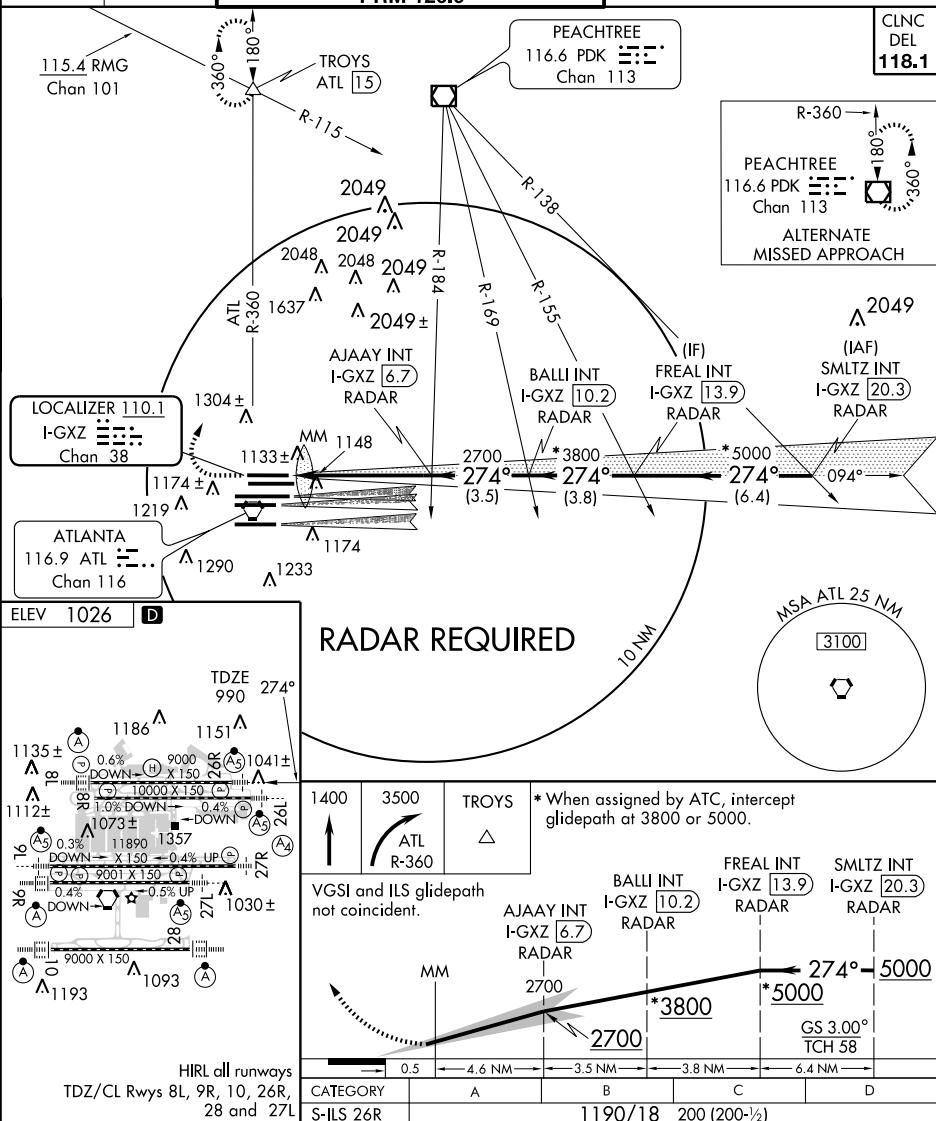
Simultaneous close parallel approach authorized with ILS PRM Rwy 27L or 27R and 28.  
Procedure NA when glideslope not available.  
Dual VHF comm required.  
See additional requirements on AAUP.

MALSR



MISSED APPROACH: Climb to 1400 then climbing right turn to 3500 via ATL VORTAC R-360 to TROYS INT/ATL 15 DME and hold.

ATIS	ATLANTA	ATLANTA TOWER					ALL	GND CON				ALL
ARR <b>119.65</b>	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS	(8L-26R, 8R-26L)	(9L-27R, 9R-27L)	10-28	RWYS	
DEP <b>125.55</b>	<b>127.9 379.9</b>	<b>119.1</b>	<b>125.325</b>	<b>123.85</b>	<b>119.3</b>	<b>119.5</b>	<b>381.6</b>	<b>121.9</b>	<b>121.75</b>	<b>121.65</b>	<b>381.6</b>	
		<b>PRM 126.9</b>										



**ATTENTION ALL USERS PAGE (AAUP)****Condensed Briefing Point:**

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

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- (c) **A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.**

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 HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.



ATLANTA, GEORGIA

AL-26 (FAA)

ILS PRM RWY 27L (CAT II)

LOC/DME I-FSQ <b>108.5</b> Chan <b>22</b>	APP CRS <b>274°</b>	Rwy Idg <b>8865</b> TDZE <b>999</b> Apt Elev <b>1026</b>
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(SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)

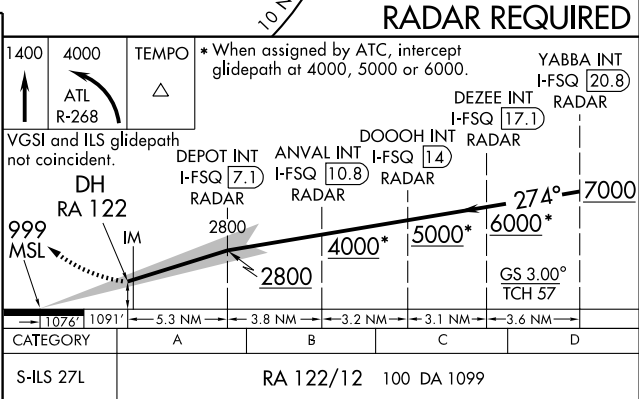
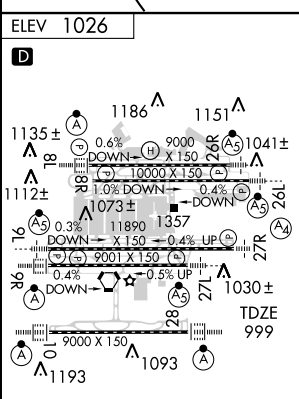
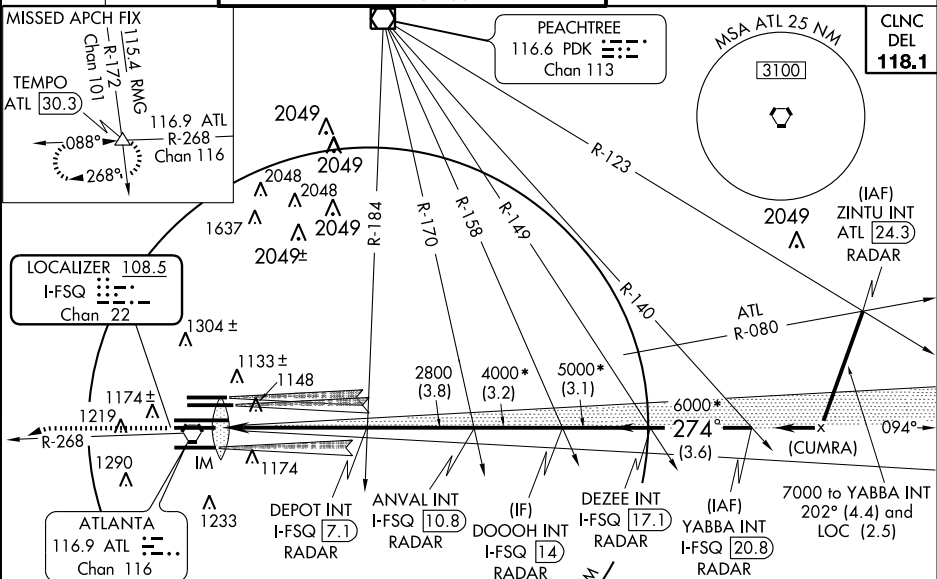
Simultaneous close parallel approaches authorized with ILS PRM Rwy 26L or 26R and Rwy 28. Procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPS spec approval or LOA for this runway. Procedure not authorized when glideslope not available. Dual VHF comm required. See additional requirements on adjacent information page.

MALSR



MISSED APPROACH: Climb to 1400 then climbing left turn to 4000 via ATL VORTAC R-268 to TEMPO INT/ATL 30.3 DME and hold.

ATIS ARR <b>119.65</b> DEP <b>125.55</b>	ATLANTA APP CON <b>127.9 379.9</b>	ATLANTA TOWER 8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS <b>119.1 125.325 123.85 119.3 119.5 381.6</b> PRM <b>132.55</b>	ALL RWYS <b>121.9 121.75 121.65 381.6</b>	GND CON (8L-26R, 8R-26L) (9L-27R, 9R-27L) 10-28 RWYS <b>121.9 121.75 121.65 381.6</b>	ALL RWYS
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HRL all runways  
TDZ/CL Rws 8L, 9R,  
10, 26R, 27L and 28

ATLANTA, GEORGIA  
Amdt 1 19NOV09

33°38'N-84°26'W

ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)

**CATEGORY II ILS- SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED**

CATEGORY	A	B	C	D
S-ILS 27L	RA 122/12	100 DA 1099		

SE-4, 26 AUG 2010 to 23 SEP 2010

**ATTENTION ALL USERS PAGE (AAUP)**

**Condensed Briefing Point:**

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

- (a) **Minimums and missed approach procedures are unchanged.**
- (b) **Monitor frequency no longer required.**
- (c) **A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.**

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will **ONLY** transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

- (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,500 feet at ATL.
- (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:  
"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY,  
HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.



**ATTENTION ALL USERS PAGE (AAUP)****Condensed Briefing Point:**

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- (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,500 feet at ATL.
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"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY,  
 HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

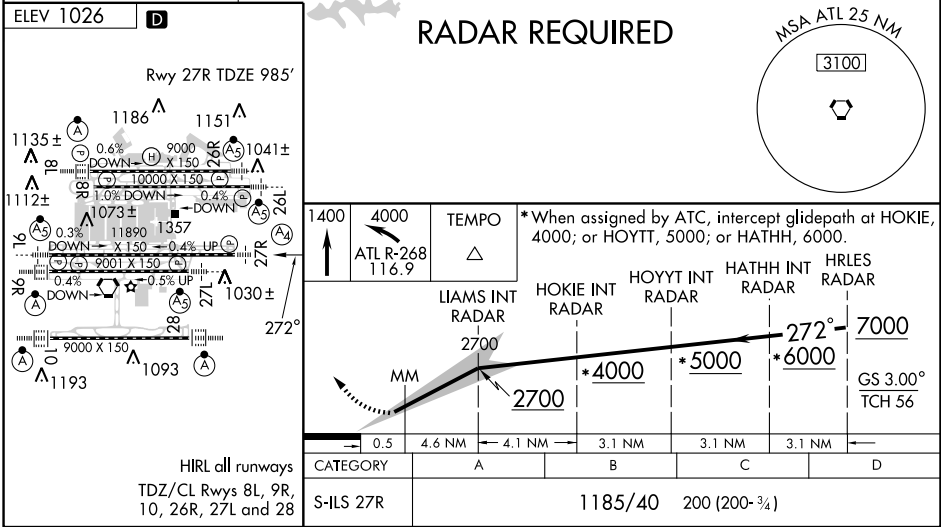
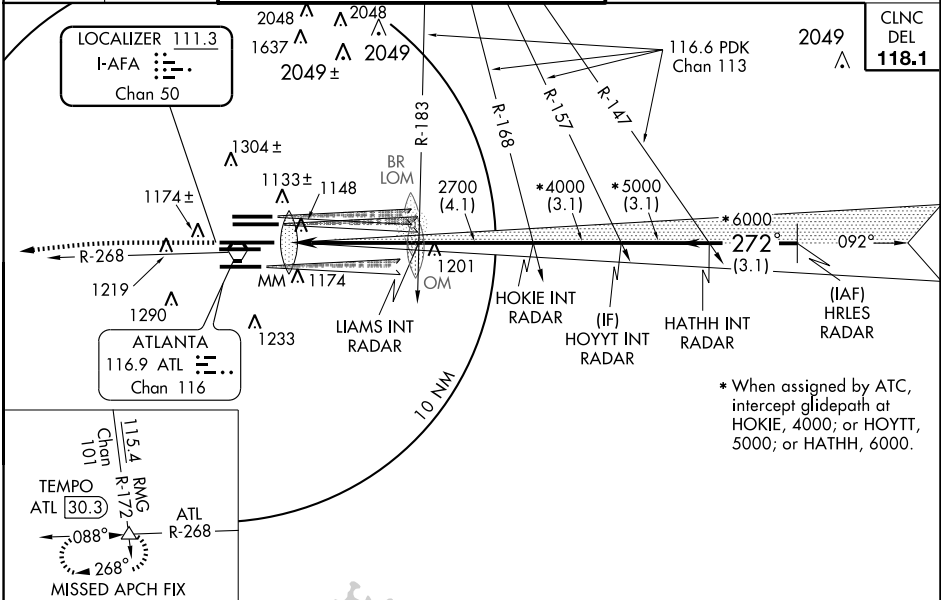
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Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

Simultaneous close parallel approaches authorized with ILS PRM Rwy 26L or 26R and Rwy 28. Dual VHF comm required. Procedure not authorized when glideslope not available. See additional requirements on adjacent information page.

MAL S  
 MISSED APPROACH: Climb to 1400, then climbing left turn to 4000 via ATL VORTAC R-268 to TEMPO INT/ATL 30.3 DME and hold.

ATIS ARR <b>119.65</b> DEP <b>125.55</b>	ATLANTA APP CON <b>127.9 379.9</b>	ATLANTA TOWER 8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS <b>119.1 125.325 123.85 119.3 119.5 381.6</b> <b>PRM 132.55</b>	ALL RWYS <b>121.9 121.75 121.65 381.6</b>	GND CON (8L-26R,8R-26L) (9L-27R,9R-27L) 10-28 <b>121.9 121.75 121.65 381.6</b>	ALL RWYS
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### ATTENTION ALL USERS PAGE (AAUP)

#### Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

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4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.



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LOC/DME I-PKU  
**111.75**  
Chan **54** (Y)

APP CR  
272°

Rwy Idg	<b>9000</b>
TDZE	<b>998</b>
Apt Elev	<b>1026</b>

(SIMULTANEOUS CLOSE PARALLEL)  
ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)

**T** Simultaneous close parallel approach authorized with ILS PRM Rwy 27R or 27L and 26L or 26R. Procedure NA when glideslope not available. Dual VHF comm required. See additional requirements on AAUP.

ALSF-2

**MISSED APPROACH:** Climb to 1400 then climbing left turn to 3500 via ATL VORTAC R-180 to SCARR Int/ATL 15 DME and hold.

ATIS  
ARR **119.65**  
DEP **125.55**

ATLANTA  
APP CON  
27.9 379.9

ATLANTA TOWER						ALL
8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS	
119.1	125.325	123.85	119.3	119.5	381.6	
PRM 133.425						

	GND CON		ALL
(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	RWYS
121.9	121.75	121.65	381.6

LOCALIZER 111.75  
I-PKU  
Chan 54(Y)

## RADAR REQUIRED

CLNC  
DEL  
**118.1**

2049

ATLANTA  
116.9 ATL   
Chan 116

MSA ATL 25 NM

3100

ELEV 1026

**D**

1400	3500
↑	↙
	ATL R-180

SCARR  
△

\*When assigned by ATC intercept glidepath at FOGER 4000.

JUBBA  
-PKU 6.8

FOGER  
I-PKU 10.  
RADAR

ANIEE  
I-PKU 14  
RADAR

DACTL  
I-PKU 20.8  
RADAR

DH  
RA 124  
998  
MSL

A radar chart with a scale from 0 to 3000 meters. A target is identified at the 2700-meter mark. The target is labeled 'Radar' and '2700'.

RADAR  
700  
\*40

$$272^\circ - \frac{400}{3.00^\circ}$$

HIRL all runways  
TDZ/CL Rwys 8L, 9R,  
10, 26R, 27L and 28

ATLANTA, GEORGIA

33°38'N-84°26'W

ATLANTA/HARTSEFIELD-JACKSON ATLANTA INTL (ATL)

Amdt 1A 09351

ILS PRM RWY 28(CAT II)(SIMULTANEOUS CLOSE PARALLEL)

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4. 26 AUG 2010 to 23 SEP 2010

# **ATTENTION ALL USERS PAGE (AAUP)**

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HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

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LOC/DME I-HFW <b>109.3</b> Chan <b>30</b>	APP CRS <b>092°</b>	Rwy Idg TDZE Apt Elev <b>8800</b> <b>1015</b> <b>1026</b>
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# ILS RWY 8L (CAT II)

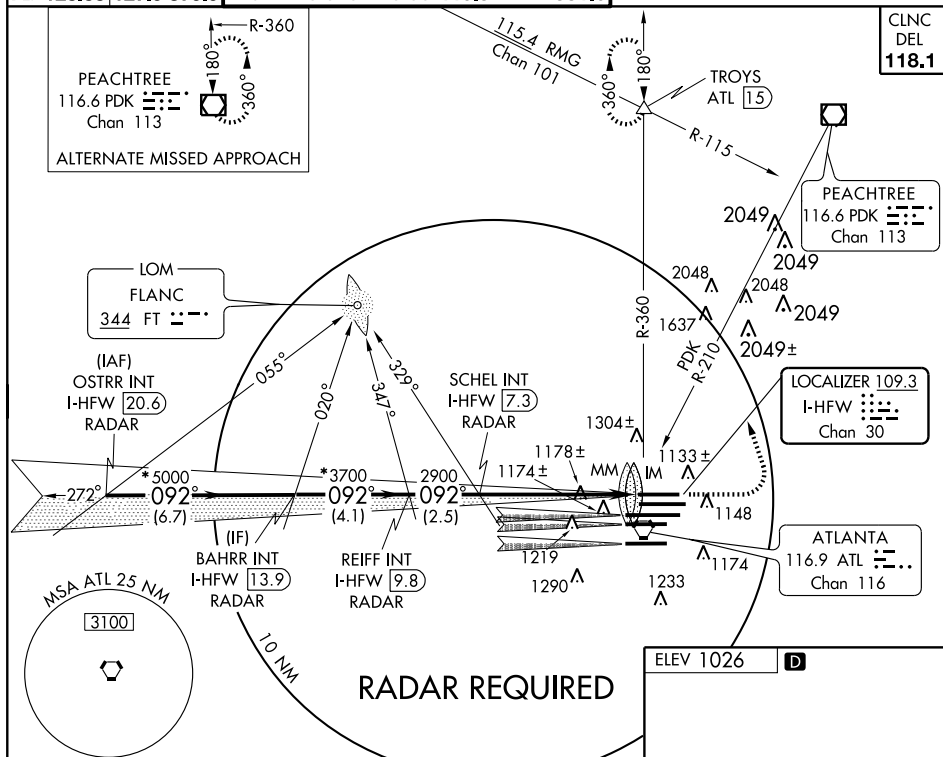
## ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

**Simultaneous approach authorized with Rwy 9L or 9R or 10, or Rwys 9L and 10.**  
ADF or DME or Radar required.

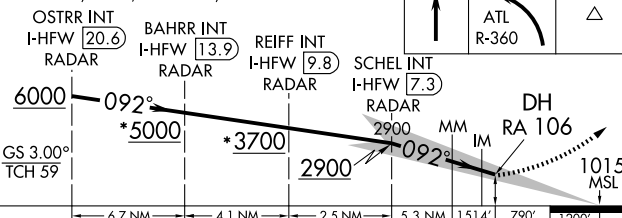
ALSF-2

**MISSED APPROACH:** Climb to 1500, then climbing left turn to 3500 via ATL VORTAC R-360 to TROYS INT/ATL 15 DME and hold.

ATIS ARR <b>119.65</b>	ATLANTA APP CON <b>127.9 379.9</b>	ATLANTA TOWER 8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS <b>119.1 125.325 123.85 119.3 119.5 381.6</b>	ALL RWYS <b>121.9</b>	GND CON (8L-26R, 8R-26L) (9L-27R, 9R-27L) 10-28 RWYS <b>121.75 121.65 381.6</b>	ALL RWYS
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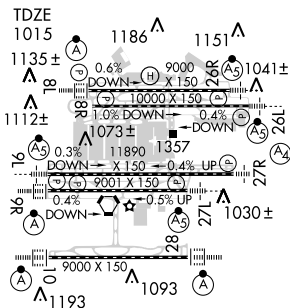


\*When assigned by ATC, intercept glidepath at REIFF, 3700; or BAHRR, 5000.



CATEGORY	A	B	C	D
S-ILS 8L	RA 106/12	100	DA 1115	

**CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**



**HIRL all runways**  
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28



LOC/DME I-FUN <b>108.9</b> Chan <b>26</b>	APP CRS <b>092°</b>	Rwy Idg <b>9000</b> TDZE <b>1026</b> Apt Elev <b>1026</b>
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ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)

## ILS RWY 9R (CAT II)



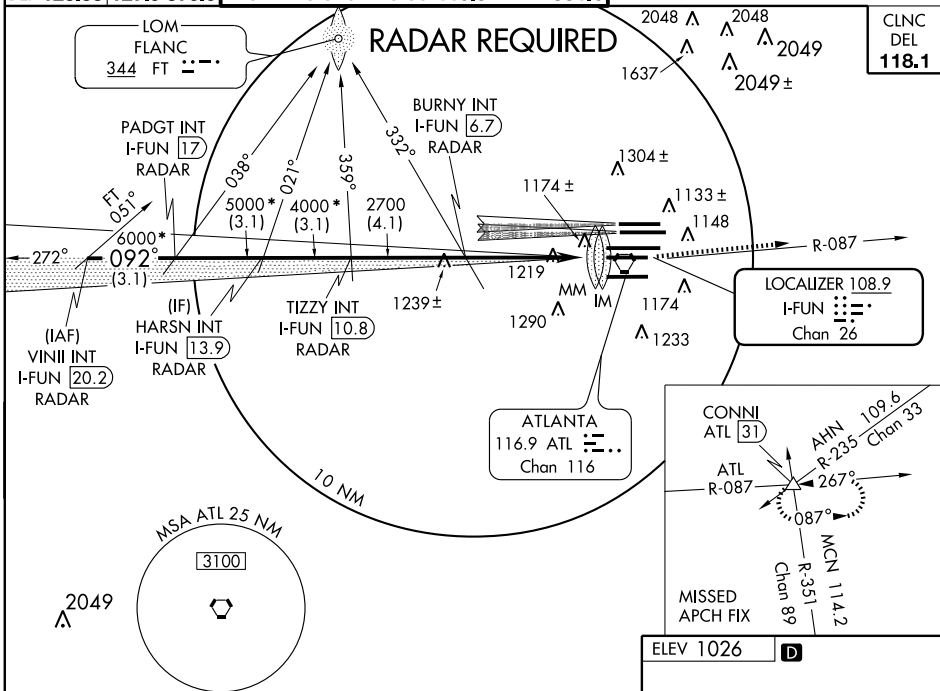
Simultaneous approach authorized with Rwy 8L or 8R.  
ADF or DME or RADAR Required.

ALSF-2

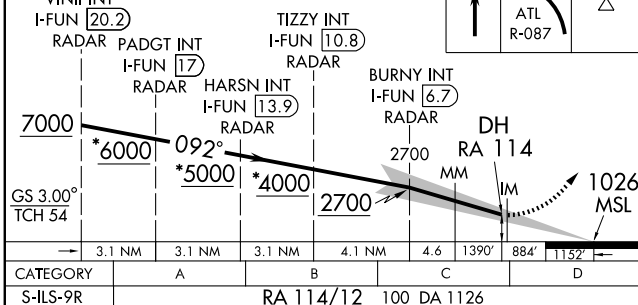
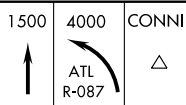


**MISSED APPROACH:** Climb to 1500 then climbing left turn to 4000 via ATL VORTAC R-087 to CONNI INT/ATL 31 DME and hold.

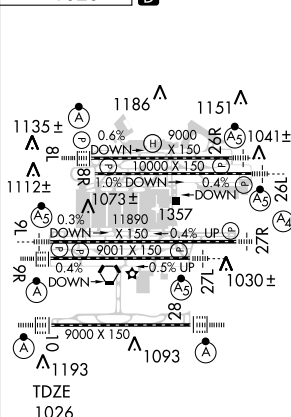
ATIS	ATLANTA	ATLANTA TOWER					ALL	GND CON			ALL
ARR	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	RWYS
<b>119.65</b>											
<b>DEP 125.55</b>	<b>127.9</b>	<b>119.1</b>	<b>125.325</b>	<b>123.85</b>	<b>119.3</b>	<b>119.5</b>	<b>381.6</b>	<b>121.9</b>	<b>121.75</b>	<b>121.65</b>	<b>381.6</b>



\* When assigned by ATC, intercept glidepath at TIZZY, 4000, or HARSN, 5000, or PADGT, 6000.



ELEV 1026



CATEGORY II ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED

HIRL all runways  
TDZ/CL Rwys 8L, 9R, 10, 26R,  
27L and 28

ATLANTA, GEORGIA  
Amdt 17B 09351

ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)  
33°38'N-84°26'W ILS PW/V OP (CAT II)

ILS RWY 9R (CAT II)

**SE-4, 26 AUG 2010 to 23 SEP 2010**

SE-4. 26 AUG 2010 to 23 SEP 2010

LOC/DME I-FUN <b>108.9</b> Chan <b>26</b>	APP CRS <b>092°</b>	Rwy Idg TDZE Apt Elev	<b>9000</b> <b>1026</b> <b>1026</b>
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**ILS RWY 9R (CAT III)**  
ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

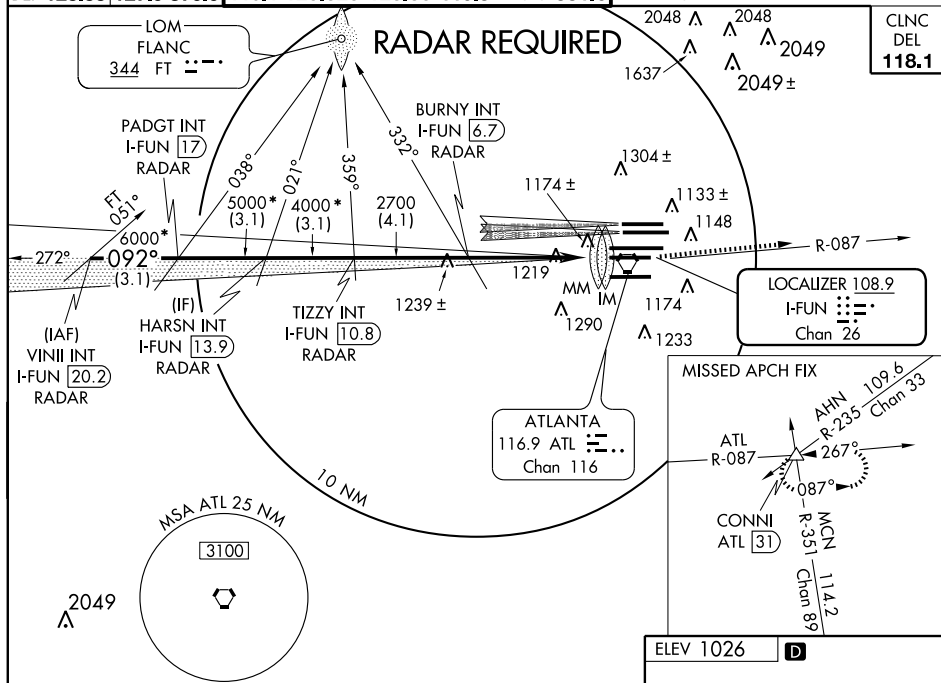
**Simultaneous approach authorized with Rwy 8L or 8R.**  
ADF or DME or RADAR Required.

ALSf-2



**MISSED APPROACH:** Climb to 1500 then climbing left turn to 4000 via ATL VORTAC R-087 to CONNI INT/ATL 31 DME and hold.

ATIS	ATLANTA	ATLANTA TOWER					ALL	GND CON	ALL
ARR <b>119.65</b>	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS	(8L-26R, 8R-26L) (9L-27R, 9R-27L)	10-28
DEP <b>125.55</b>	<b>127.9 379.9</b>	<b>119.1 125.325</b>	<b>123.85</b>	<b>119.3</b>	<b>119.5 381.6</b>	<b>121.9</b>	<b>121.75</b>	<b>121.65</b>	<b>381.6</b>

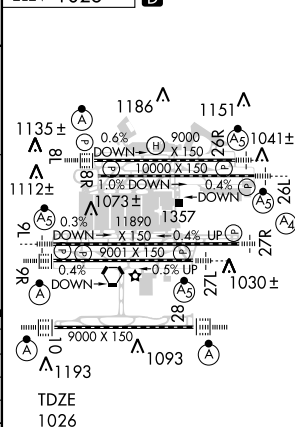


*When assigned by ATC, intercept glidepath at TIZZY, 4000, or HARSN, 5000, or PADGT, 6000.				1500	4000	CONNI
VINII INT I-FUN 20.2 RADAR	PADGT INT I-FUN 17 RADAR	HARSN INT I-FUN 13.9 RADAR	TIZZY INT I-FUN 10.8 RADAR	BURNY INT I-FUN 6.7 RADAR	MM	IM
7000	*6000	*5000	*4000	2700	1201	1125
GS 3.00° TCH 54	092°					1026 MSL
3.1 NM	3.1 NM	3.1 NM	4.1 NM	4.6	1440'	834'
CATEGORY	A	B	C	D		
S-ILS-9R		CAT IIIa	RVR 07			
S-ILS-9R		CAT IIIb	RVR 03			
S-ILS-9R		CAT IIIc	NA			

**CATEGORY III ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED**

ELEV 1026

D



HIRL all runways  
TDZ/CL Rwy 8L, 9R, 10, 26R,  
27L and 28

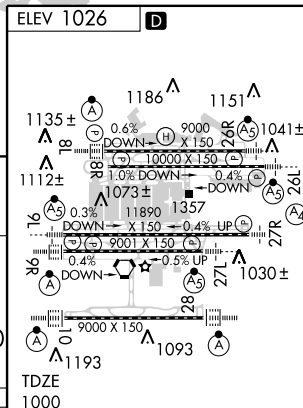
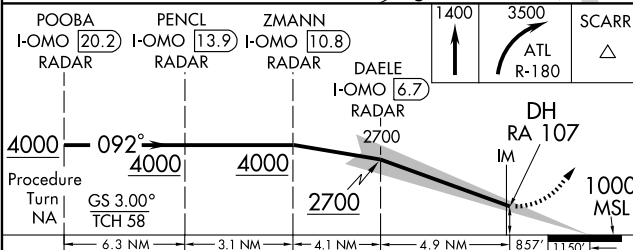
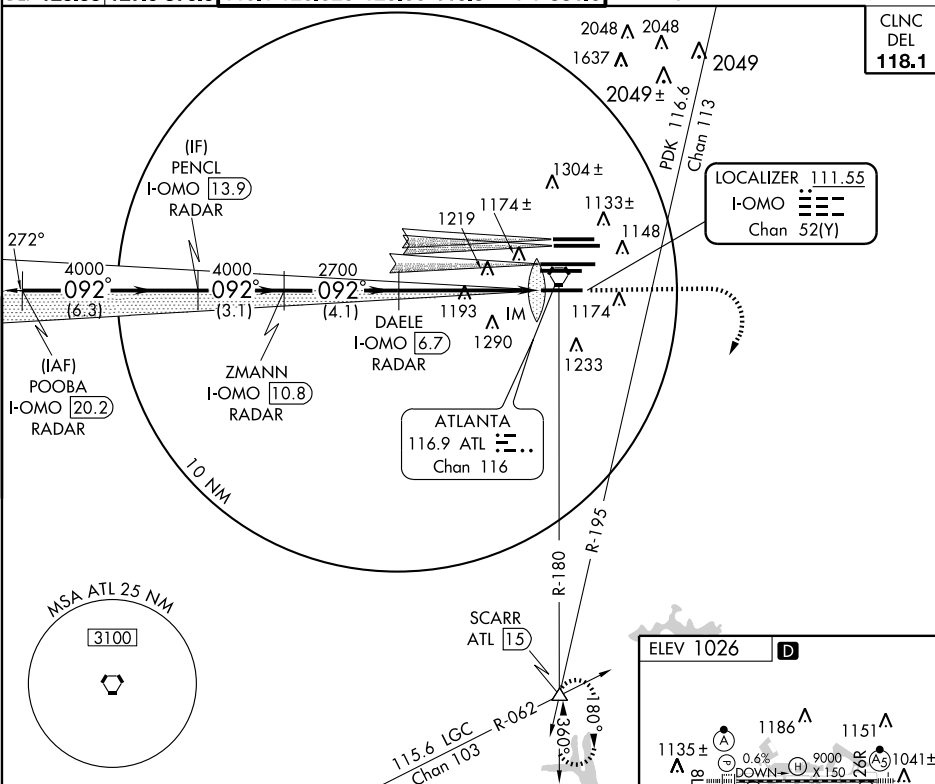
LOC/DME I-OMO <u>111.55</u> Chan 52 (Y)	APP CRS <b>092°</b>	Rwy Idg <b>9000</b> TDZE <b>1000</b> Apt Elev <b>1026</b>
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ILS RWY 10 (CAT II)  
ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

**T** Simultaneous approach authorized with Rwy 9L or 8R or 8L, or Rwy 9L and 8L. DME or RADAR REQUIRED. ILS LOC unusable for rollout guidance.

ALSF-2 	MISSED APPROACH: Climb to 1400 then climbing right turn to 3500 via ATL VORTAC R-180 to SCARR Int/ATL 15 DME and hold.
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ATIS	ATLANTA APP CON	ATLANTA TOWER						GND CON					
ARR	119.65	8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS		
DEP	125.55	127.9	379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6



HIRL all runways  
TDZ/CL Rwys 8L, 9R, 10, 26R,  
27L and 28

ATLANTA, GEORGIA

Amdt 1A 09351

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

33°38'N-84°26'W

ILS RWY 10 (CAT II)

**SE-4, 26 AUG 2010 to 23 SEP 2010**

SE-4. 26 AUG 2010 to 23 SEP 2010

LOC/DME I-OMO  
**111.55**  
Chan **52** (Y)

APP CRS  
**092°**

Rwy Idg  
TDZE  
Apt Elev

**9000**  
**1000**  
**1026**

# ILS RWY 10 (CAT III)

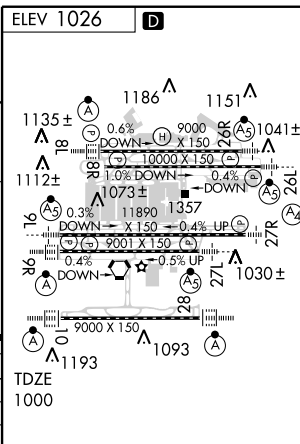
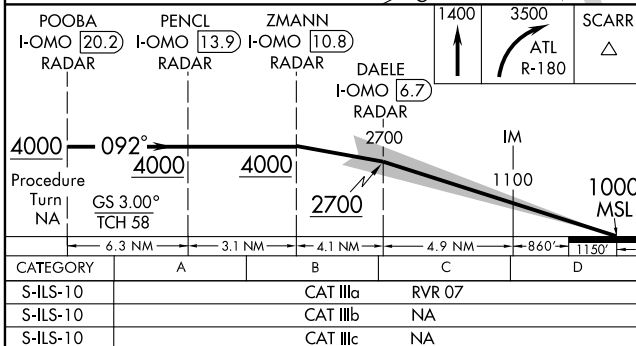
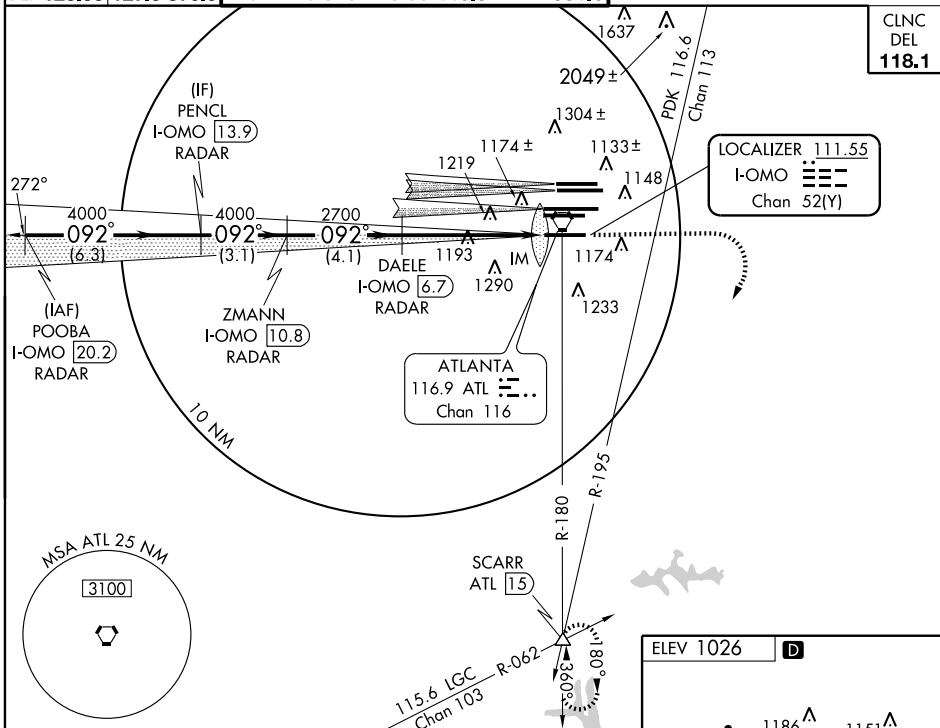
ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

**T** Simultaneous approach authorized with Rwy 9L or 8R or 8L, or Rwy 9L and 8L. DME or RADAR REQUIRED. ILS LOC unusable for rollout guidance.

ALSF-2  
**A**

MISSED APPROACH: Climb to 1400 then climbing right turn to 3500 via ATL VORTAC R-180 to SCARR Int/ATL 15 DME and hold.

ATIS	ATLANTA APP CON	ATLANTA TOWER						ALL RWYS	GND CON	ALL RWYS
ARR <b>119.65</b>		8L-26R	8R-26L	9L-27R	9R-27L	10-28		(8L-26R, 8R-26L) (9L-27R, 9R-27L)	10-28	
DEP <b>125.55</b>	<b>127.9 379.9</b>	<b>119.1</b>	<b>125.325</b>	<b>123.85</b>	<b>119.3</b>	<b>119.5</b>	<b>381.6</b>	<b>121.9</b>	<b>121.75</b>	<b>121.65 381.6</b>



## CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all runways  
TDZ/CL Rwy 8L, 9R, 10, 26R,  
27L and 28



LOC/DME I-GXZ <b>110.1</b> Chan <b>38</b>	APP CRS <b>274°</b>	Rwy Idg TDZE <b>8800</b> <b>990</b> Apt Elev <b>1026</b>
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**ILS RWY 26R (CAT II)**  
ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

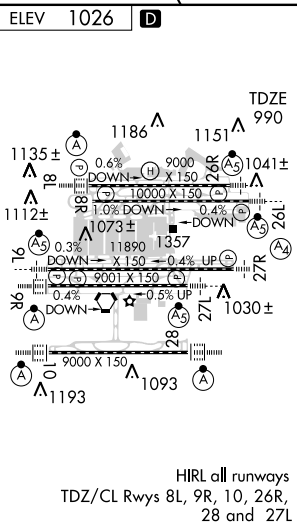
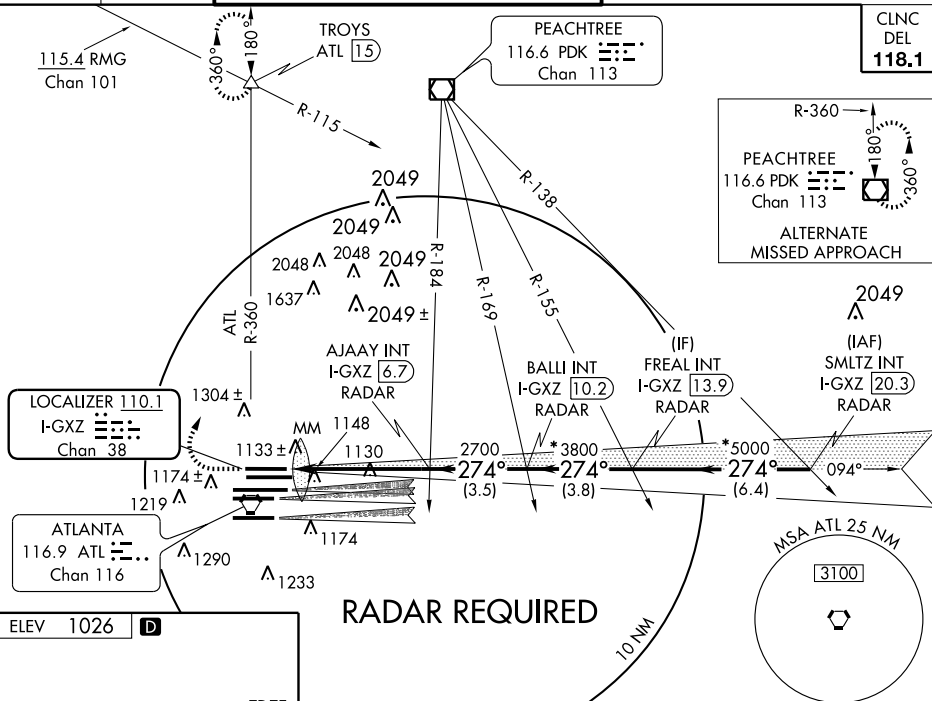
▼ Procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPSPEC approval or LOA for this runway. Simultaneous approach authorized with Rwy 27L or 27R or 28, or Rwy 27R and 28.

MALSR



**MISSED APPROACH:** Climb to 1400 then climbing right turn to 3500 via ATL VORTAC R-360 to TROYS INT/ATL 15 DME and hold.

ATIS ARR <b>119.65</b> DEP <b>125.55</b>	ATLANTA APP CON <b>127.9 379.9</b>	ATLANTA TOWER 8L-26R <b>119.1</b> 8R-26L <b>125.325</b> 9L-27R <b>123.85</b> 9R-27L <b>119.3</b> 10-28 <b>119.5</b> RWYS <b>381.6</b>	ALL RWYS <b>121.9</b>	GND CON (8L-26R, 8R-26L) <b>121.75</b> (9L-27R, 9R-27L) <b>121.65</b> 10-28 <b>381.6</b>	ALL RWYS
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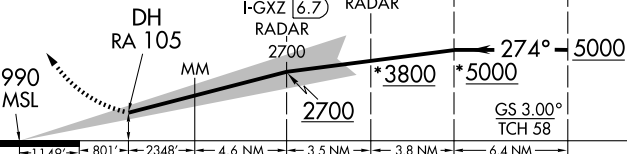


ELEV 1026	D
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1400 3500 TROYS

\*When assigned by ATC, intercept glidepath at 3800 or 5000.

VGSI and ILS glidepath not coincident.



CATEGORY	A	B	C	D
S-ILS 26R	RA 105/12	100 DA 1090		

**CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

LOC/DME I-FSQ <b>108.5</b> Chan <b>22</b>	APP CRS <b>274°</b>	Rwy Idg TDZE Apt Elev	<b>8865</b> <b>999</b> <b>1026</b>
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## ILS RWY 27L (CAT II)

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

Procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPS spec approval or LOA for this runway.  
Simultaneous approaches authorized with Rwy 26L or 26R.

MALSR

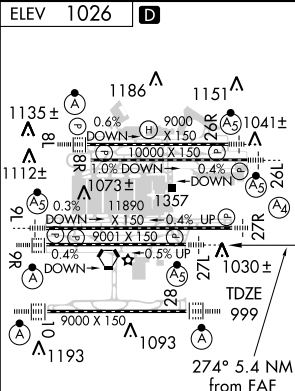
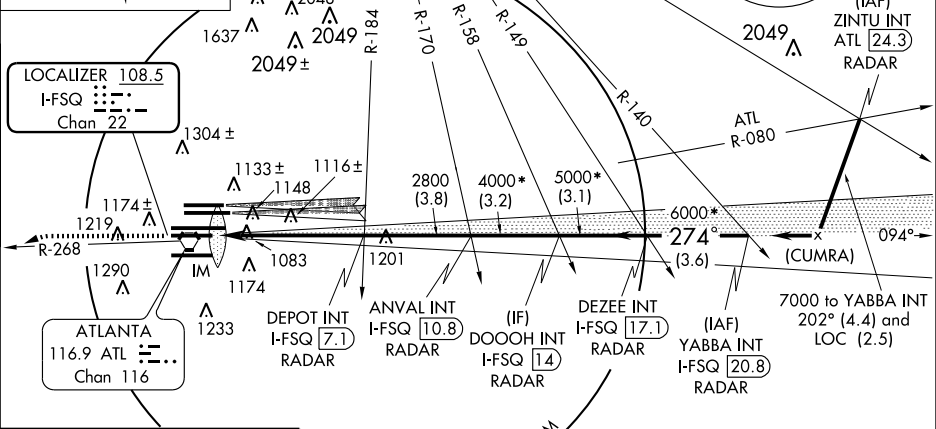
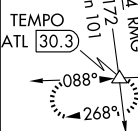


MISSED APPROACH: Climb to 1400 then climbing left turn to 4000 via ATL VORTAC R-268 to TEMPO INT/ATL 30.3 DME and hold.

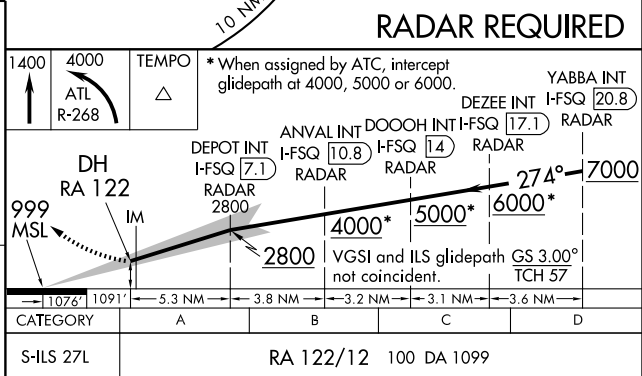
ATIS ARR <b>119.65</b>	ATLANTA APP CON	ATLANTA TOWER	ALL RWYS	GND CON	ALL RWYS
DEP <b>125.55</b>	<b>127.9 379.9</b>	8L-26R 8R-26L 9L-27R 9R-27L 10-28	<b>119.1 125.325 123.85 119.3 119.5 381.6</b>	(8L-26R, 8R-26L) (9L-27R, 9R-27L) 10-28	<b>121.9 121.75 121.65 381.6</b>

MISSED APCH FIX

TEMPO  
ATL **30.3**



HIRL all runways  
TDZ/CL Rwy 8L, 9R,  
10, 26R, 27L and 28



**CATEGORY II ILS- SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED**

LOC/DME I-PKU <b><u>111.75</u></b> Chan <b>54</b> (Y)	APP CRS <b>272°</b>	Rwy Idg <b>9000</b> TDZE <b>998</b> Apt Elev <b>1026</b>
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**ILS RWY 28 (CAT II)**  
ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)

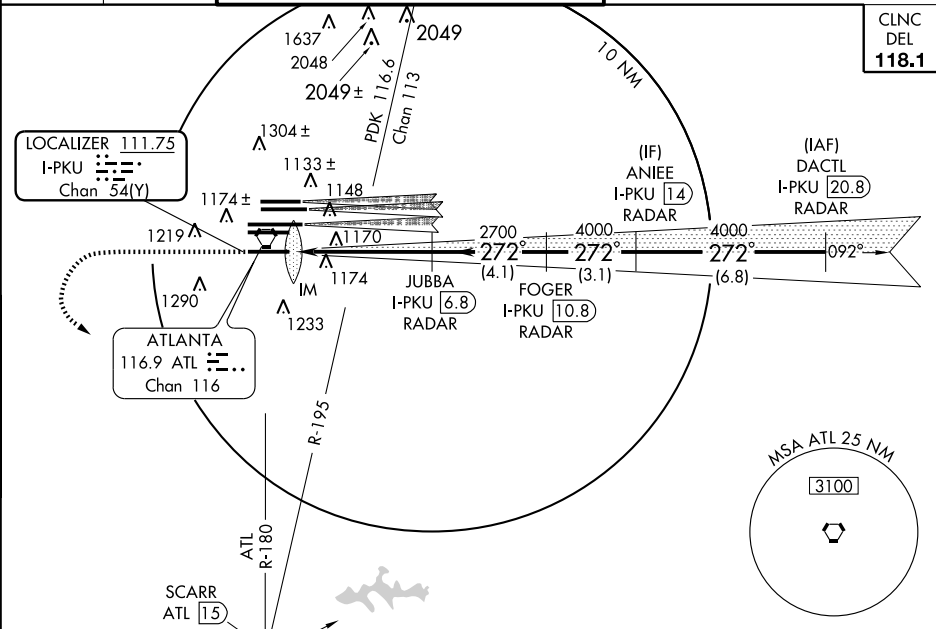
**T** Simultaneous approach authorized with Rwy 27R or 26L or 26R, or Rwys 27R and 26R.  
DME or RADAR REQUIRED.

ALSF-2

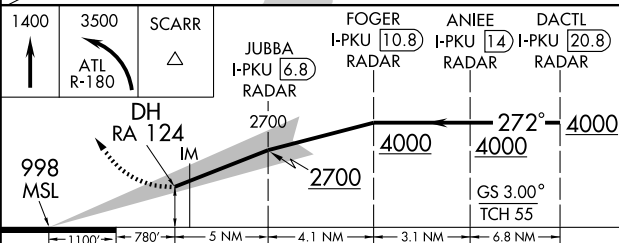


**MISSED APPROACH:** Climb to 1400 then climbing left turn to 3500 via ATL VORTAC R-180 to SCARR INT/ATL 15 DME and hold.

ATIS	ATLANTA APP CON	ATLANTA TOWER						ALL RWYS	GND CON			ALL RWYS
		8L-26R	8R-26L	9L-27R	9R-27L	10-28			(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	
ARR <b>119.65</b>												
DEP <b>125.55</b>	<b>127.9</b>	<b>379.9</b>	<b>119.1</b>	<b>125.325</b>	<b>123.85</b>	<b>119.3</b>	<b>119.5</b>	<b>381.6</b>	<b>121.9</b>	<b>121.75</b>	<b>121.65</b>	<b>381.6</b>

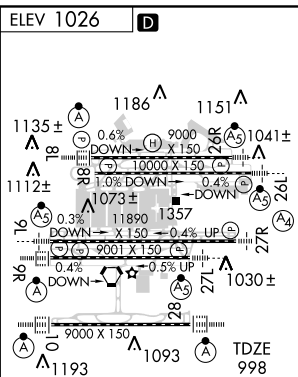


## RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS-28	RA 124/12 100 DA 1098			

CATEGORY II ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED



HIRL all runways  
TDZ/CL Rwys 8L, 9R,  
10, 26R, 27L and 28



**DEPARTURE ROUTE DESCRIPTION**

**TAKE-OFF RWY 8L:** Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to JCKTS, maintain 250 KIAS until KLEGG, thence....

**TAKE-OFF RWY 8R:** Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to JCKTS, maintain 250 KIAS until KLEGG, thence....

**TAKE-OFF RWY 9L:** Climb heading 092° to at or above 1480, then on 111° course to GRITZ, then via depicted route to JCKTS, maintain 250 KIAS until HYZMN, thence....

**TAKE-OFF RWY 9R:** Climb heading 092° to at or above 1500, then on 108° course to GRITZ, then via depicted route to JCKTS, maintain 250 KIAS until HYZMN, thence....

**TAKE-OFF RWY 10:** Climb heading 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to JCKTS, maintain 250 KIAS until HYZMN, thence....

**TAKE-OFF RWY 26L:** Climb heading 272° to at or above 1540, then on 279° course to SNUFY, then via depicted route to JCKTS, thence....

**TAKE-OFF RWY 26R:** Climb heading 272° to at or above 1520, then on 278° course to SNUFY, then via depicted route to JCKTS, thence....

**TAKE-OFF RWY 27L:** Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to JCKTS, thence....

**TAKE-OFF RWY 27R:** Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to JCKTS, thence....

**TAKE-OFF RWY 28:** Climb heading 272° to at or above 1500, then on 247° course to WLSON, then via depicted route to JCKTS, thence....

.....maintain 10,000 (or requested altitude if lower), expect clearance to filed altitude ten minutes after departure.

**JAMMR TRANSITION (JCKTS5.JAMMR):**

- NOTE:** Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.
- NOTE:** Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.
- NOTE:** Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.
- NOTE:** Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134' MSL. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.
- NOTE:** Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.
- NOTE:** Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL/ 1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/ 1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121' MSL.
- NOTE:** Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.
- NOTE:** Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.
- NOTE:** Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.

NOTE: Chart not to scale.

(Continued on following page) ATC climb of 500' per NM to 1520.

SE-4. 26 AUG 2010 to 23 SEP 2010

ATLANTA, GEORGIA

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

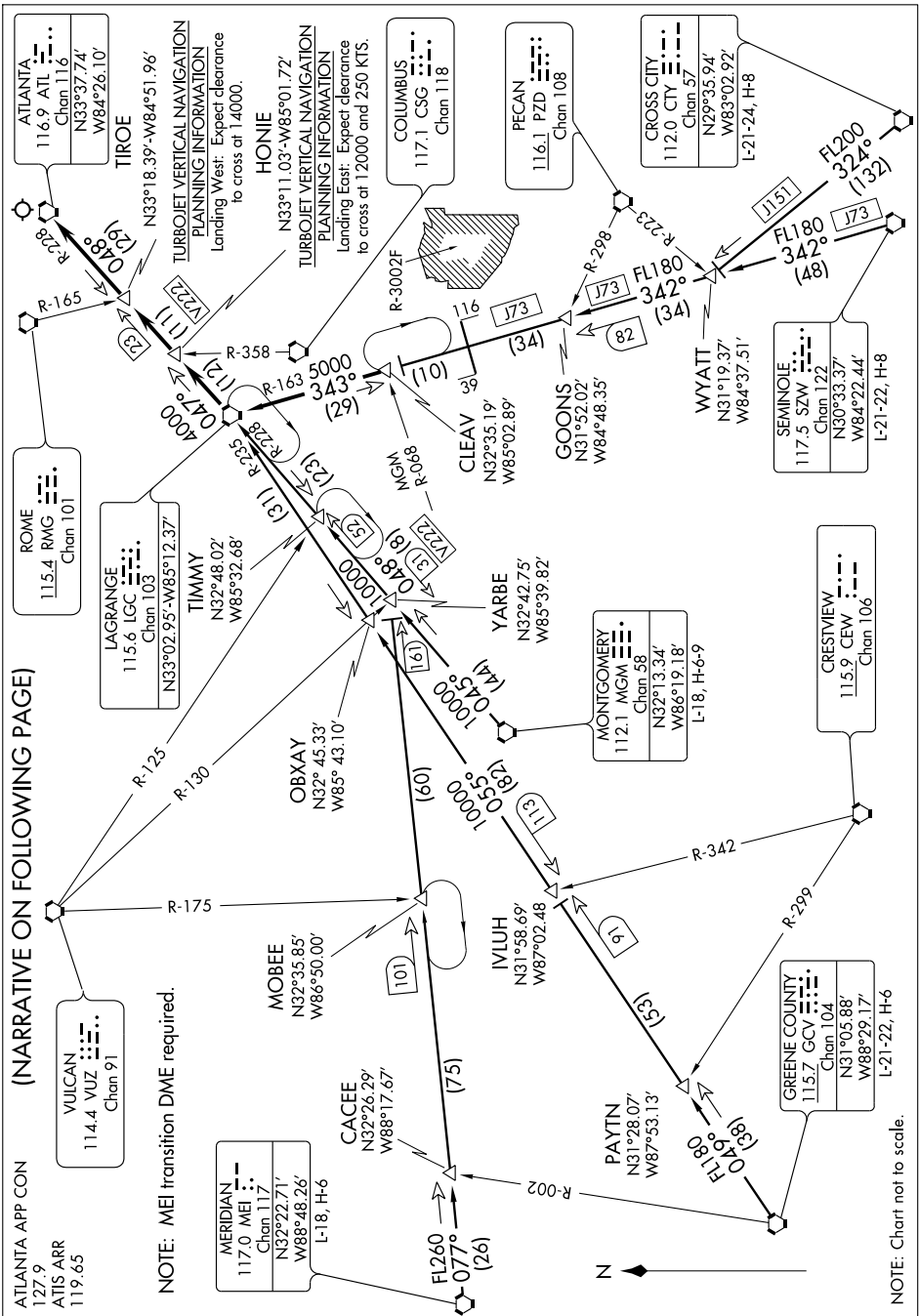


### DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to JOGOR, maintain 250 KIAS until KLEGG, thence....  
TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to JOGOR, maintain 250 KIAS until KLEGG, thence....  
TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then on 111° course to GRITZ, then via depicted route to JOGOR, maintain 250 KIAS until HYZMN, thence....  
TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then on 108° course to GRITZ, then via depicted route to JOGOR, maintain 250 KIAS until HYZMN, thence....  
TAKE-OFF RWY 10: Climb heading 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to JOGOR, maintain 250 KIAS until HYZMN, thence....  
TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 279° course to SNUFY, then via depicted route to JOGOR, thence....  
TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 278° course to SNUFY, then via depicted route to JOGOR, thence....  
TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to JOGOR, thence....  
TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to JOGOR, thence....  
TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WLSN, then via depicted route to JOGOR, thence....  
....Maintain 10,000 (or requested altitude, if lower), expect clearance to filed altitude ten minutes after departure.

### GUNDE TRANSITION (JOGOR3.GUNDE):

- NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.
- NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.
- NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.
- NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134' MSL. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.
- NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.
- NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL/ 1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/ 1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121' MSL.
- NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.
- NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline 103' AGL/1125' MSL.
- NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.





ARRIVAL ROUTE DESCRIPTION

CROSS CITY TRANSITION (CTY.LGC2): From over CTY VORTAC via CTY R-324 to WYATT INT, then via SZW R-342 and LGC R-163 to LGC VORTAC. Thence. . . .

GREENE COUNTY TRANSITION (GCV.LGC2): From over GCV VORTAC via GCV R-049 to IVLUH INT, then via LGC R-235 to LGC VORTAC. Thence. . . .

MERIDIAN TRANSITION (MEI.LGC2): From over MEI VORTAC via MEI R-077 to YARBE INT, then via LGC R-228 to LGC VORTAC. Thence. . . .

MONTGOMERY TRANSITION (MGM.LGC2): From over MGM VORTAC via MGM R-045 and LGC R-228 to LGC VORTAC. Thence. . . .

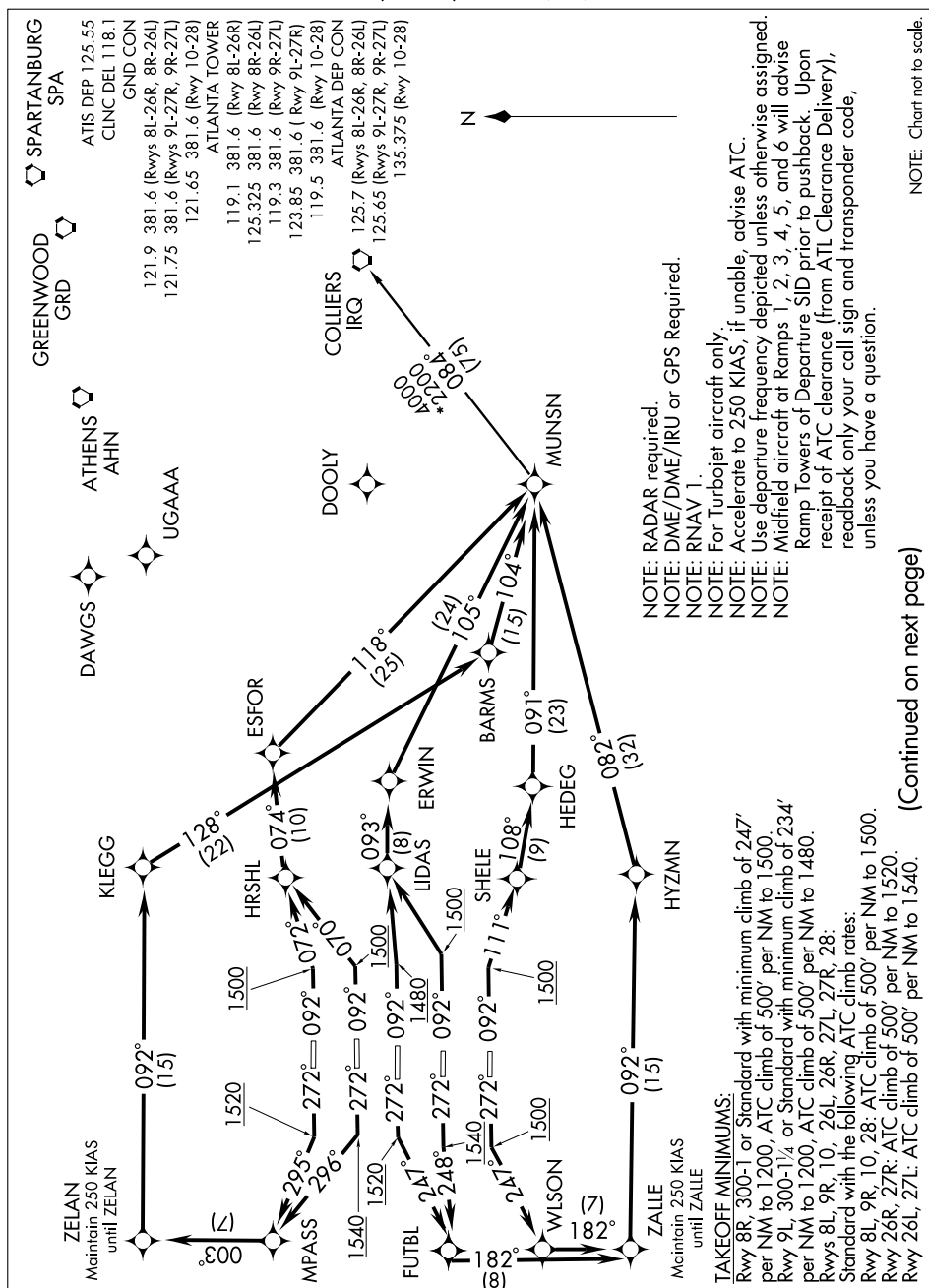
SEMINOLE TRANSITION (SZW.LGC2): From over SZW VORTAC via SZW R-342 and LGC R-163 to LGC VORTAC. Thence. . . .

. . . .From over LGC VORTAC via LGC R-047 to HONIE INT, then to TIROE INT, then via ATL R-228 to ATL VORTAC. Expect radar vectors to final approach course.

## MUNSN FOUR DEPARTURE (RNAV)

SL-26 (FAA)

ATLANTA, GEORGIA



NOTE: Chart not to scale.

(Continued on next page)

SE-4. 26 AUG 2010 to 23 SEP 2010

## MUNSN FOUR DEPARTURE (RNAV)

(MUNSN4.MUNSN) 10098

ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)

ATLANTA, GEORGIA



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to MUNSN, thence....

TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to MUNSN, thence....

TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then left turn direct LIDAS, then via depicted route to MUNSN, thence....

TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then left turn direct LIDAS, then via depicted route to MUNSN, thence....

TAKE-OFF RWY 10: Climb heading 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to MUNSN, thence ....

TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 296° course to MPASS, then via depicted route to MUNSN, maintain 250 KIAS until ZELAN, thence....

TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 295° course to MPASS, then via depicted route to MUNSN, maintain 250 KIAS until ZELAN, thence....

TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to MUNSN, maintain 250 KIAS until ZALLE, thence....

TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to MUNSN, maintain 250 KIAS until ZALLE, thence....

TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WLSON, then via depicted route to MUNSN, maintain 250 KIAS until ZALLE, thence....

....maintain 10,000 (or requested altitude if lower), expect clearance to filed altitude ten minutes after departure.

### COLLIERS TRANSITION (MUNSN4.IRQ):

NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.

NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.

NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.

NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134'. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.

NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.

NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL/ 1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL /1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121' MSL.

NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.

NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.

NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.

125.65 (Rwys 9L-27R,

Rwy 26L, 27L: ATC climb of 500' per NM to 1540.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to NOVSS, thence....  
TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to NOVSS, thence....  
TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then on 111° course to GRITZ, then via depicted route to NOVSS, maintain 250 KIAS until HYZMN, thence....  
TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then on 108° course to GRITZ, then via depicted route to NOVSS, maintain 250 KIAS until HYZMN, thence....  
TAKE-OFF RWY 10: Climb heading 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to NOVSS, maintain 250 KIAS until HYZMN, thence....  
TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 279° course to SNUFY, then via depicted route to NOVSS, thence....  
TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 278° course to SNUFY, then via depicted route to NOVSS, thence....  
TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to NOVSS, maintain 250 KIAS until ZALLE, thence....  
TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to NOVSS, maintain 250 KIAS until ZALLE, thence....  
TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WLSON, then via depicted route to NOVSS, maintain 250 KIAS until ZALLE, thence....

.... Maintain 10,000 (or requested altitude, if lower), expect clearance to filed altitude ten minutes after departure.

SARGE TRANSITION (NOVSS3.SARGE):

- NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.
- NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.
- NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.
- NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134' MSL. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.
- NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.
- NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL/1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121' MSL.
- NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.
- NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.
- NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.



Rwy 26R, 27R: ATC climb of 500' per NM to 1520.

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to NUGGT, maintain 250 KIAS until KLEGG, thence....

TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to NUGGT, maintain 250 KIAS until KLEGG, thence....

TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then left turn direct LIDAS, then via depicted route to NUGGT, thence....

TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then left turn direct LIDAS, then via depicted route to NUGGT, thence....

TAKE-OFF RWY 10: Climb heading 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to NUGGT, thence....

TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 296° course to MPASS, then via depicted route to NUGGT, maintain 250 KIAS until ZELAN, thence....

TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 295° course to MPASS, then via depicted route to NUGGT, maintain 250 KIAS to ZELAN, thence....

TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to NUGGT, thence....

TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to NUGGT, thence....

TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WLSN, then via depicted route to NUGGT, thence....

....Maintain 10,000 (or requested altitude, if lower), expect clearance to filed altitude 10 minutes after departure.

RAFTN TRANSITION (NUGGT4.RAFTN):

NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.

NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.

NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.

NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134' MSL. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.

NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.

NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL/1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121' MSL.

NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.

NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.

NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.

## PECHY FIVE ARRIVAL (RNAV)

ATLANTA APP CON  
128.525  
ATIS ARR  
119.65

CHARLESTON TRANSITION (HVQ.PECHY5):SPAYD TRANSITION (SPAYD.PECHY5):

From PECHY via 217° track to KEEEN, then via 217° track to STONN, thence via assigned runway transition.

Landing East Rwy 8L/R: From over STONN via 217° track to DOEVR, then via 272° track to NOFIV, then via 272° track to NOTRE, then via 272° track to WOTBA, then via 272° heading. Expect radar vectors.

Landing East Rwy 10, 9R/L: From over STONN via 195° track to BOJAA, then via 272° track to FOGOG, then via 272° track to SOTRE, then via 272° track to HESPI, then via 272° heading. Expect radar vectors.

Landing West Rwy 26R/L, 27R/L, 28: From over STONN via 217° track to DOEVR, then via 272° track to NOFIV, then via 272° track to NOTRE, then via 272° track to WOTBA, then via 272° heading. Expect radar vectors to final approach course after STONN.

LOST COMMUNICATIONS:

EAST OPERATION: At WOTBA fly heading 180°, maintain 5000; intercept and execute ILS or LOC Rwy 8L approach.

If unable, proceed to ATL VORTAC and hold, maintain 5000.

WEST OPERATION: At STONN track to IGEBE, fly heading 180°, maintain 5000; intercept and execute ILS Rwy 26R approach. If unable, proceed to ATL VORTAC and hold, maintain 5000.

NOTE: Chart not to scale.

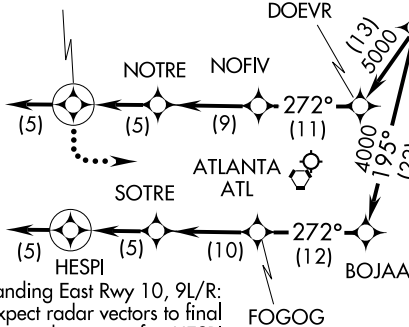
## PECHY

Landing East: Expect to cross at 12000.

Landing West: Expect to cross at 12000/250 KTS.

## WOTBA

Landing East Rwy 8R/L:  
Expect radar vectors to final approach course after WOTBA.



Landing East Rwy 10, 9L/R:  
Expect radar vectors to final approach course after HESPI.

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: Radar required.

NOTE: This STAR applicable to Turbojet aircraft only.

NOTE: For non-GPS equipped aircraft: HRS, ODF, RMG, AHN, and PDK must be operational.

## PECHY FIVE ARRIVAL (RNAV)

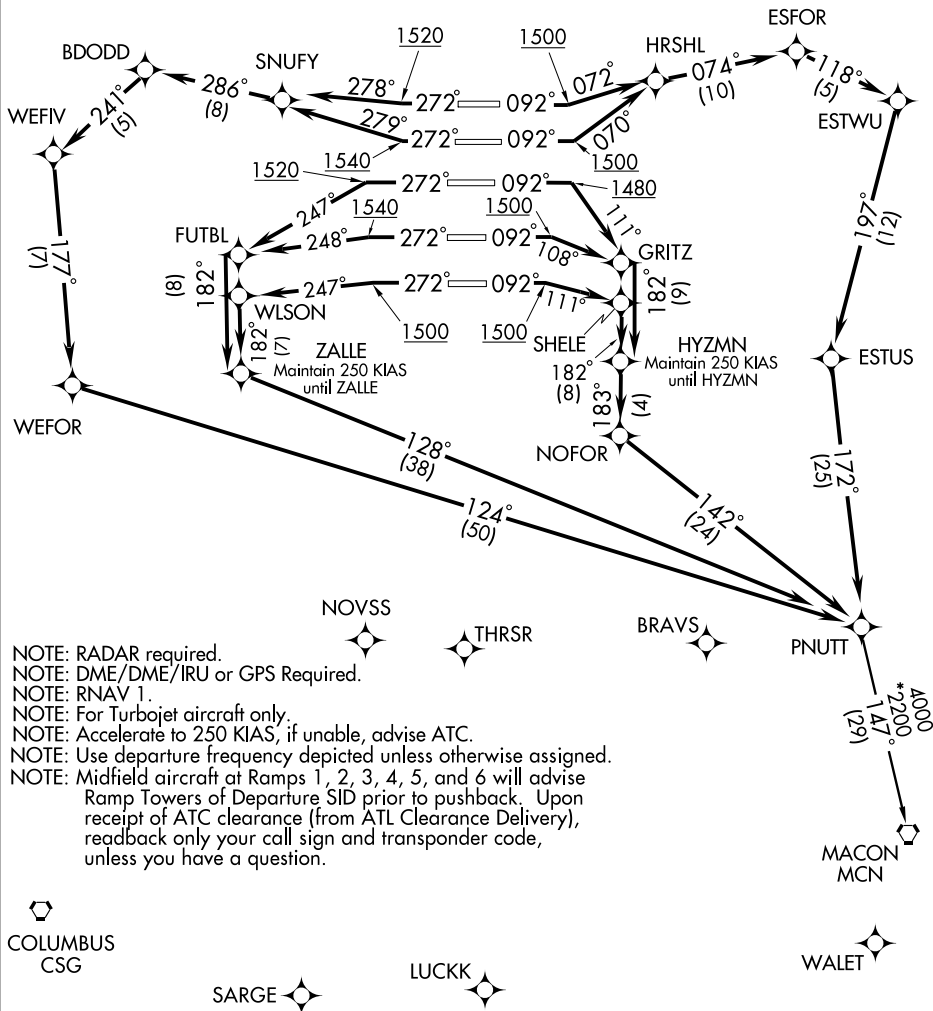
(PECHY.PECHY5) 10210

ATLANTA, GEORGIA

HARTSFIELD-JACKSON ATLANTA INTL



Rwy 8R, 300-1 or Standard with minimum climb of 247' per NM to 1200, ATC climb of 500' per NM to 1500.  
 Rwy 9L, 300-1¼ or Standard with minimum climb of 234' per NM to 1200, ATC climb of 500' per NM to 1480.  
 Rwy 8L, 9R, 10, 26L, 26R, 27L, 27R, 28 Standard with the following ATC climb rates:  
 Rwy 8L, 9R, 10, 28: ATC climb of 500' per NM to 1500.  
 Rwy 26R, 27R: ATC climb of 500' per NM to 1520.  
 Rwy 26L, 27L: ATC climb of 500' per NM to 1540.



(Continued on next page)

NOTE: Chart not to scale



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to PNUTT, thence....

TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to PNUTT, thence....

TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then on 111° course to GRITZ, then via depicted route to PNUTT, maintain 250 KIAS until HYZMN, thence....

TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then on 108° course to GRITZ, then via depicted route to PNUTT, maintain 250 KIAS until HYZMN, thence....

TAKE-OFF RWY 10: Climb heading 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to PNUTT, maintain 250 KIAS until HYZMN, thence....

TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 279° course to SNUFY, then via depicted route to PNUTT, thence....

TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 278° course to SNUFY, then via depicted route to PNUTT, thence....

TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to PNUTT, maintain 250 KIAS until ZALLE, thence....

TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to PNUTT, maintain 250 KIAS until ZALLE, thence....

TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WLSON, then via depicted route to PNUTT, maintain 250 KIAS until ZALLE, thence....

.... Maintain 10,000 (or requested altitude, if lower), expect clearance to filed altitude ten minutes after departure.

## MACON TRANSITION (PNUTT5.MCN):

NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.

NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.

NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.

NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134'. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.

NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.

NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL/ 1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/ 1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121' MSL.

NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.

NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.

NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.



# DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to RMBLN, maintain 250 KIAS until KLEGG, thence....

TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to RMBLN, maintain 250 KIAS until KLEGG, thence....

TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then on 111° course to GRITZ, then via depicted route to RMBLN, maintain 250 KIAS until HYZMN, thence....

TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then on 108° course to GRITZ, then via depicted route to RMBLN, maintain 250 KIAS until HYZMN, thence....

TAKE-OFF RWY 10: Climb heading 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to RMBLN, maintain 250 KIAS until HYZMN, thence ....

TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 279° course to SNUFY, then via depicted route to RMBLN, thence....

TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 278° course to SNUFY, then via depicted route to RMBLN, thence....

TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to RMBLN, thence....

TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to RMBLN, thence....

TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WLSON, then via depicted route to RMBLN, thence....

....maintain 10,000 (or requested altitude if lower), expect clearance to filed altitude ten minutes after departure.

## GADSDEN TRANSITION (RMBLN5.GAD):

NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.

NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.

NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.

NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134'. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.

NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.

NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL/ 1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/ 1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121' MSL.

NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.

NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.

NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.

WAAS CH <b>99300</b> <b>W08B</b>	APP CRS <b>092°</b>	Rwy Idg TDZE Apt Elev	<b>8800</b> <b>1015</b> <b>1026</b>
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## RNAV (GPS) Y RWY 8L

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)



For uncompensated Baro-VNAV Systems, LNAV/VNAV NA  
below -17°C (2°F) or above 47°C (116°F).  
DME/DME RNP-0.3 NA.



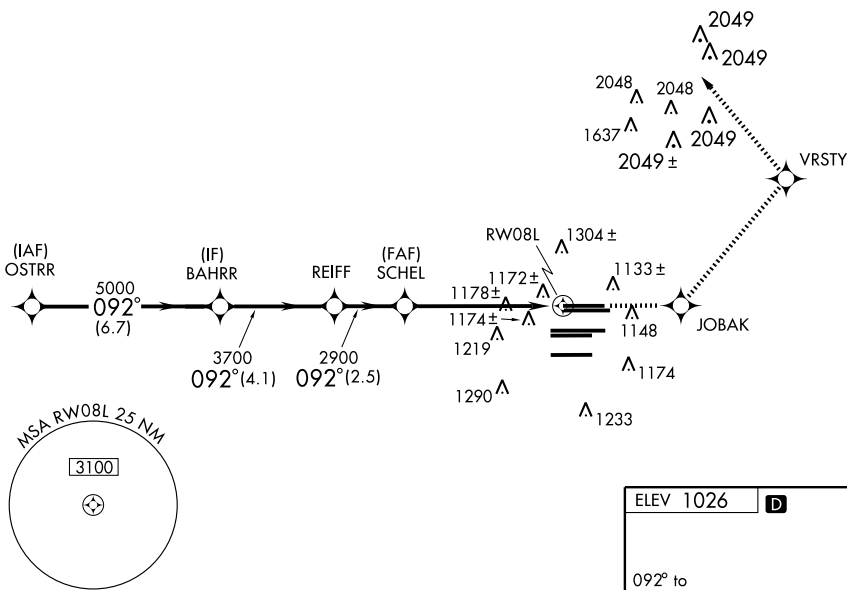
MISSED APPROACH: Climb to 3500 direct JOBAK  
and via 042° track to VRSTY and 322° track to  
TROYS and hold.

ATIS	ATLANTA	ATLANTA TOWER					ALL	GND CON			ALL
ARR <b>119.65</b>	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS	(8L-26R, 8R-26L)	(9L-27R, 9R-27L)	10-28	RWYS
DEP <b>125.55</b>	<b>127.9 379.9</b>	<b>119.1</b>	<b>125.325</b>	<b>123.85</b>	<b>119.3</b>	<b>119.5</b>	<b>381.6</b>	<b>121.9</b>	<b>121.75</b>	<b>121.65</b>	<b>381.6</b>

## RADAR REQUIRED

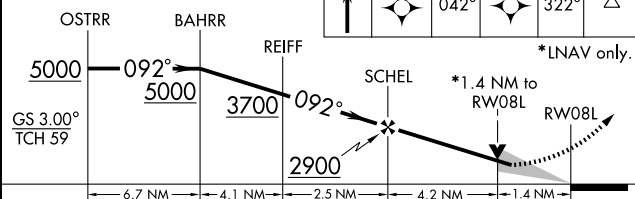


CLNC  
DEL  
**118.1**

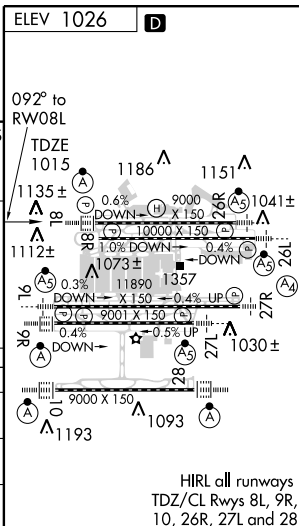


VGSi and RNAV glidepath not coincident.

3500 JOBAK TRK 042° VRSTY TRK 322° TROYS



CATEGORY	A	B	C	D
LPV DA		1360/40	345 (400-¾)	
LNAV/VNAV DA		1475/50	460 (500-1)	
LNAV MDA	1540/24	525 (600-½)	1540/50 525 (600-1)	1540/60 525 (600-1¼)



HIRL all runways  
TDZ/CL Rwy 8L, 9R,  
10, 26R, 27L and 28

WAAS CH <b>48800</b> <b>W08A</b>	APP CRS <b>092°</b>	Rwy Idg <b>10000</b> TDZE <b>1024</b> Apt Elev <b>1026</b>
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RNAV (GPS) Y RWY 8R

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

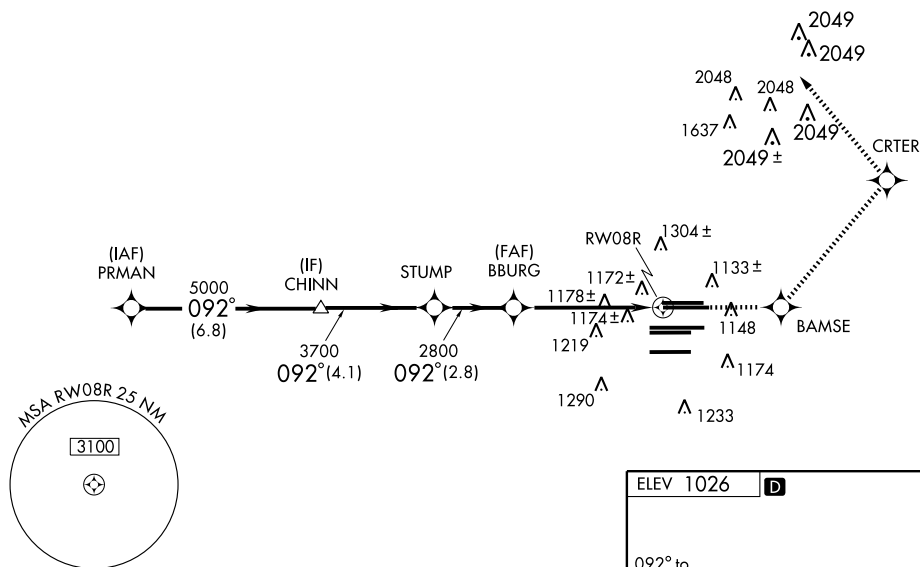
**T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F).  
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 3500 direct BAMSE and via 042° track to CRTER and 322° track to TROYS and hold.

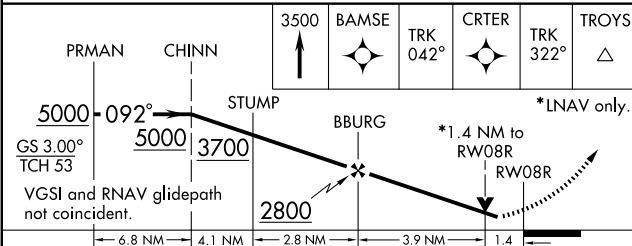
ATIS	ATLANTA	ATLANTA TOWER					ALL	GND CON		ALL
ARR	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	RWYS	(8L-26R, 8R-26L)	10-28	RWYS	
119.65	127.9	119.1	125.325	123.85	119.3	119.5	121.9	121.75	121.65	
DEP	125.55	127.9	379.9	119.1	125.325	123.85	119.3	119.5	381.6	

## RADAR REQUIRED

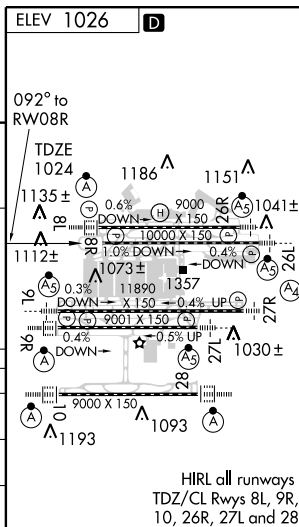
CLNC  
DEL  
**118.1**



SE-4. 26 AUG 2010 to 23 SEP 2010



CATEGORY	A	B	C	D
LPV DA	1337/50 313 (400-1)			
LNAV/ VNAV DA	1526-1 <sup>3</sup> / <sub>4</sub> 502 (500-1 <sup>3</sup> / <sub>4</sub> )			
LNAV MDA	1540/50 516 (600-1)	1540-1 <sup>1</sup> / <sub>2</sub> 516 (600-1 <sup>1</sup> / <sub>2</sub> )	1540-1 <sup>3</sup> / <sub>4</sub> 516 (600-1 <sup>3</sup> / <sub>4</sub> )	



ATLANTA, GEORGIA

Amdt 2 09295

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

33° 38'N-84° 26'W

RNAV (GPS) Y RWY 8R

WAAS CH <b>62800</b> <b>W09A</b>	APP CRS <b>092°</b>	Rwy Idg <b>11730</b> TDZE <b>1019</b> Apt Elev <b>1026</b>
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## RNAV (GPS) Y RWY 9L

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)



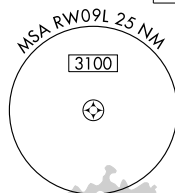
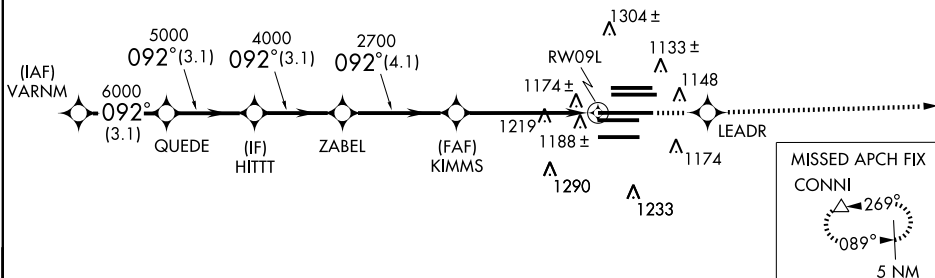
For uncompensated Baro-VNAV systems, LNAV/VNAV  
NA below -17°C (2°F) or above 46°C (114°F).  
DME/DME RNP-0.3 NA.



MISSED APPROACH: Climb to 4000 direct  
LEADR and via 089° track to CONNI and hold.

ATIS	ATLANTA	ATLANTA TOWER					ALL	GND CON	ALL
ARR <b>119.65</b>	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS	(8L-26R, 8R-26L) (9L-27R, 9R-27L) 10-28	RWYS
DEP <b>125.55</b>	<b>127.9 379.9</b>	<b>119.1</b>	<b>125.325</b>	<b>123.85</b>	<b>119.3</b>	<b>119.5</b>	<b>381.6</b>	<b>121.9</b>	<b>121.75 121.65 381.6</b>

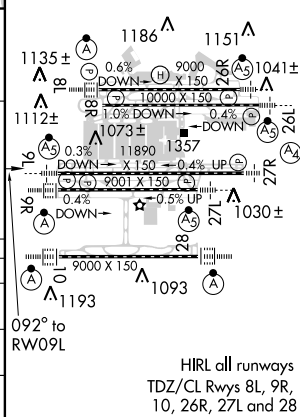
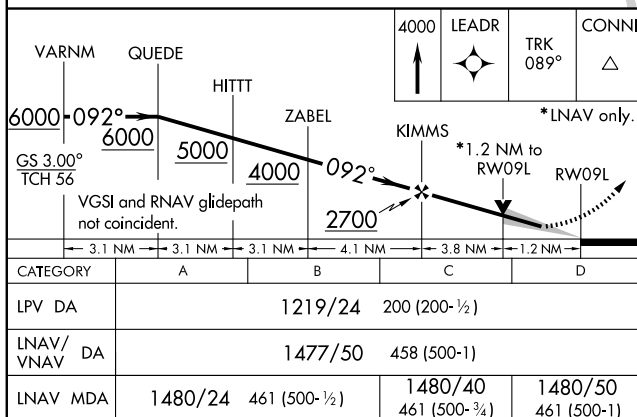
## RADAR REQUIRED



ELEV 1026

D

Rwy 9L TDZE 1019'







WAAS CH <b>40399</b> <b>W10A</b>	APP CRS <b>092°</b>	Rwy Idg TDZE Apt Elev	<b>9000</b> <b>1000</b> <b>1026</b>
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## RNAV (GPS) Y RWY 10

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

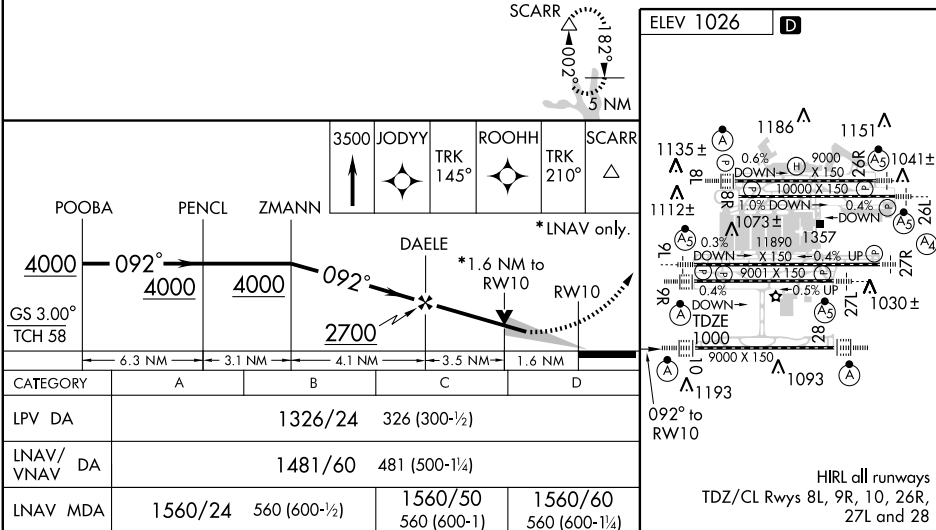
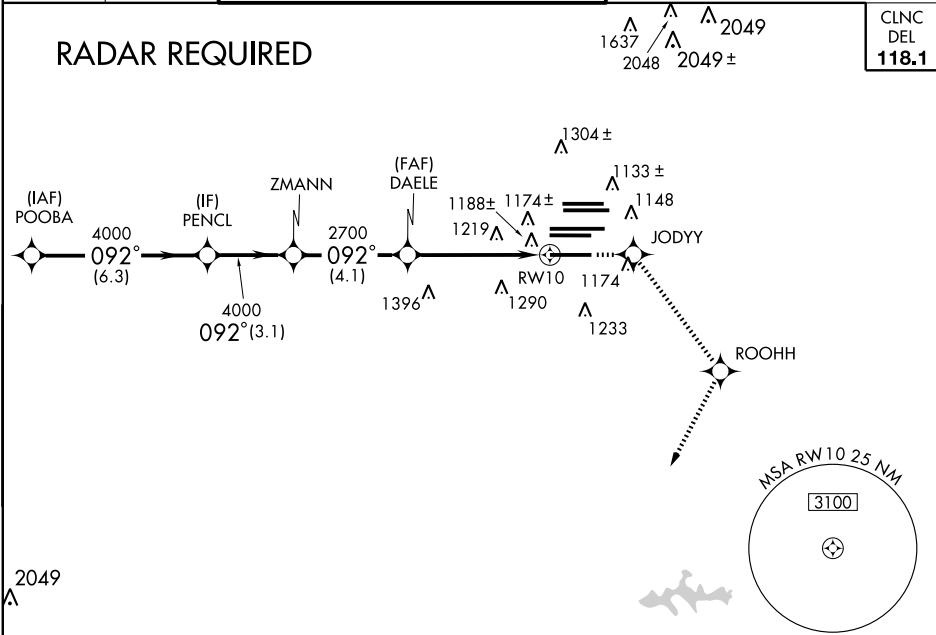
For uncompensated Baro-VNAV Systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). For inoperative ALSF-2, increase LPV visibility to RVR 5000 all Cats. DME/DME RNP-0.3 NA.



MISSED APPROACH: Climb to 3500 direct JODY and via 145° track to ROOHH and 210° track to SCARR and hold.

ATIS	ATLANTA	ATLANTA TOWER						ALL	GND CON	ALL
ARR <b>119.65</b>	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS	(8L-26R, 8R-26L) (9L-27R, 9R-27L) 10-28	RWYS	
DEP <b>125.55</b>	<b>127.9 379.9</b>	<b>119.1</b>	<b>125.325</b>	<b>123.85</b>	<b>119.3</b>	<b>119.5</b>	<b>381.6</b>	<b>121.9</b>	<b>121.75</b>	<b>121.65 381.6</b>



## RADAR REQUIRED

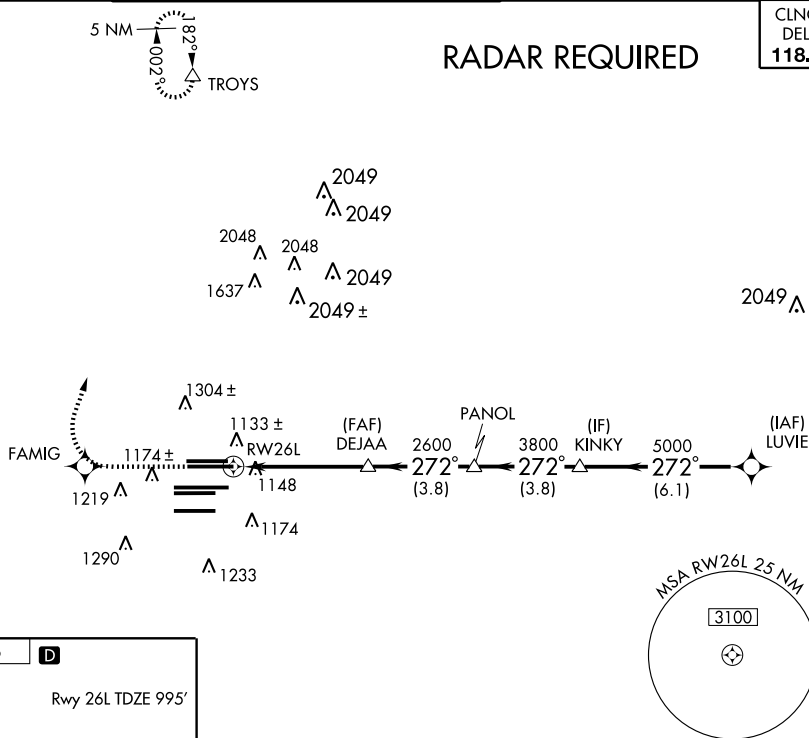


WAAS CH <b>56300</b> <b>W26A</b>	APP CRS <b>272°</b>	Rwy Idg <b>10000</b> TDZE <b>995</b> Apt Elev <b>1026</b>
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## RNAV (GPS) Y RWY 26L

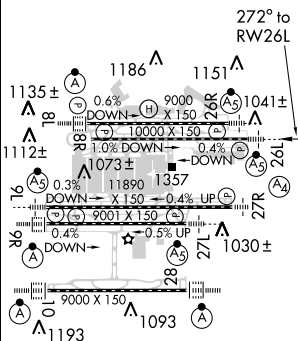
ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17° C (2° F) or above 46° C (114° F). DME/DME RNP-0.3 NA.					MALSR 	MISSED APPROACH: Climb to 3500 direct FAMIG and right turn via 017° track to TROYS and hold.
	ATIS ARR <b>119.65</b> DEP <b>125.55</b>	ATLANTA APP CON <b>127.9 379.9</b>	ATLANTA TOWER 8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS <b>119.1 125.325 123.85 119.3 119.5 381.6</b>			ALL RWYS <b>121.9</b>	GND CON (8L-26R, 8R-26L) (9L-27R, 9R-27L) 10-28 RWYS <b>121.75 121.65 381.6</b>



ELEV 1026

Rwy 26L TDZE 995'



HIRL all runways  
TDZ/CL Rwy 8L, 9R, 10, 26R,  
27L and 28

3500	FAMIG	TROYS	KINKY		LUVIE
*LNAV only.		DEJAA	PANOL	272°	272°
1.6 NM to RW26L		2600	3800	5000	5000
1.6		3.3 NM	3.8 NM	3.8 NM	6.1 NM
CATEGORY	A	B	C	D	
LPV DA	1331/40		336 (400-¾)		
LNAV/VNAV DA	1459/50		464 (500-1)		
LNAV MDA	1540/24	545 (600-½)	1540/50 545 (600-1)	1540/60 545 (600-1¼)	

WAAS CH <b>61000</b> <b>W26B</b>	APP CRS <b>272°</b>	Rwy Idg <b>8800</b> TDZE <b>990</b> Apt Elev <b>1026</b>
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RNAV (GPS) Y RWY 26R

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

**T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F).  
DME/DME RNP-0.3 NA.

MALSR

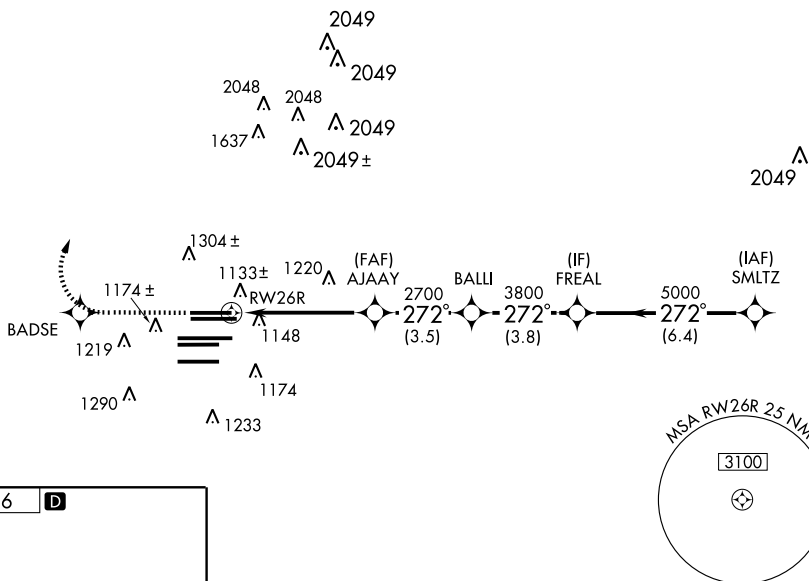


**MISSED APPROACH:** Climb to 3500 direct  
BADSE and right turn via 019° track to TROYS  
and hold.

ATIS	ATLANTA APP CON	ATLANTA TOWER						ALL RWYS	GND CON			ALL RWYS	
DEP	119.65	8L-26R	8R-26L	9L-27R	9R-27L	10-28	119.5	381.6	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	121.65	381.6
ARR	125.55	127.9	379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6

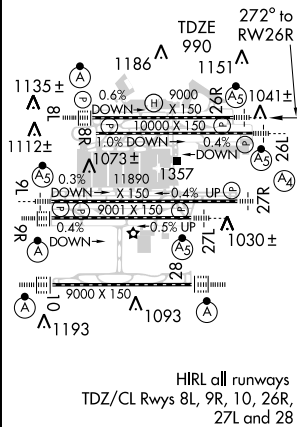
CLNC  
DEL  
118.1

## RADAR REQUIRED



ELEV 1026

**D**



3500 ↑	BADSE 	 TRK 019°	TROYS △
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\* LNAV only.

\*1.6 NM to

BALI

FREAL

SMLTZ

000

GS 3.00°  
TCH 58

[illegible]

CATEGORY	A	B	C
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12/1/10	871 499 34
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LPV	DA	1361/40 3/1 (400- <sup>3</sup> / <sub>4</sub> )
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INAV/DA	3-105/50
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ENAV/DA	1435/50 445 (500-1)
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		1560/50
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ATLANTA, GEORGIA

Amdt 2 09295

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

33° 38'N-84° 26'W

RNAV (GPS) Y RWY 26R

SE-4, 26 AUG 2010 to 23 SEP 2010

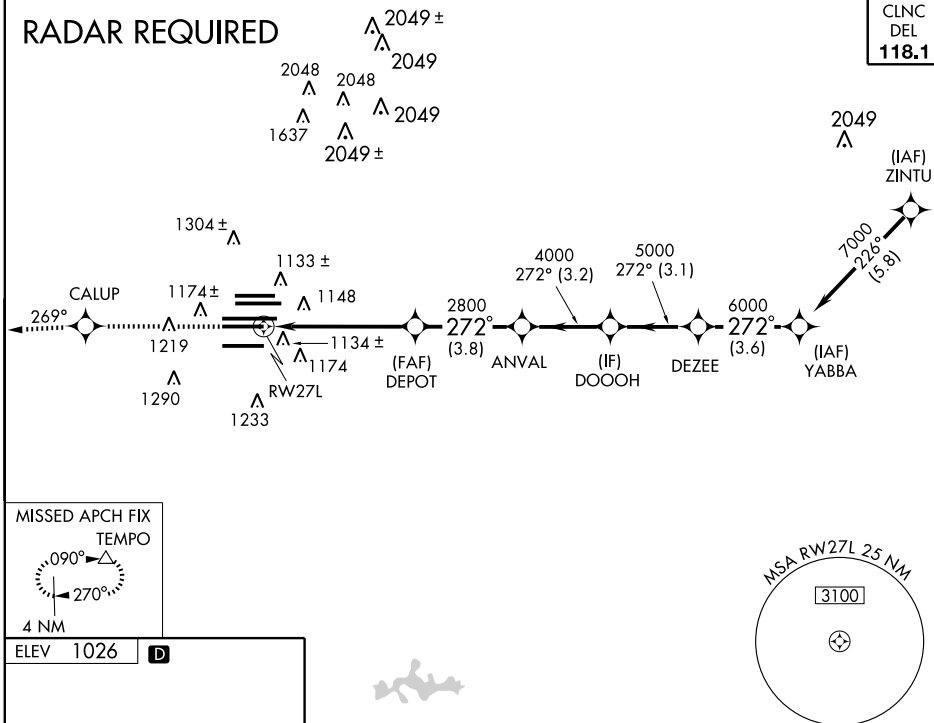
SE-4. 26 AUG 2010 to 23 SEP 2010

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

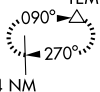
**MISSED APPROACH:** Climb to 4000  
direct CALUP and via track 269° to  
TEMPO and hold.

## RADAR REQUIRED

CLNC  
DEL  
**118.1**

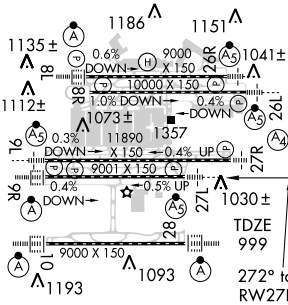


MISSED APCH FIX  
TEMPO



ELEV 1026

**D**



HIRL all runways  
TDZ/CL Rwy's 8L, 9R, 10, 26R,  
27L and 28

4000 ↑	CALUP ✦	trk 269°	TEMPO △	VGSI and RNAV glidepath not coincident.		DEZEE	YABBA
*LNAV only.		DEPOT	ANVAL	DOOOH		7000	
*1.8 NM to RW27L		2800	4000	5000	6000	272°	
RW27L		1.8 NM	3.6 NM	3.8 NM	3.2 NM	3.1 NM	3.6 NM
CATEGORY		A	B	C	D	GS 3.00° TCH 57	
LPV DA	1199/24		200 (200-½)				
LNAV/ VNAV DA	1489/60		490 (500-1¼)				
LNAV MDA	1620/24	621 (600-½)	1620/60 621 (600-1¼)	1620-1½ 621 (600-1½)			

ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)  
33°38'N-84°26'W RNAV (GPS) Y RWY 27L

RNAV (GPS) Y RWY 27L

SE-4. 26 AUG 2010 to 23 SEP 2010

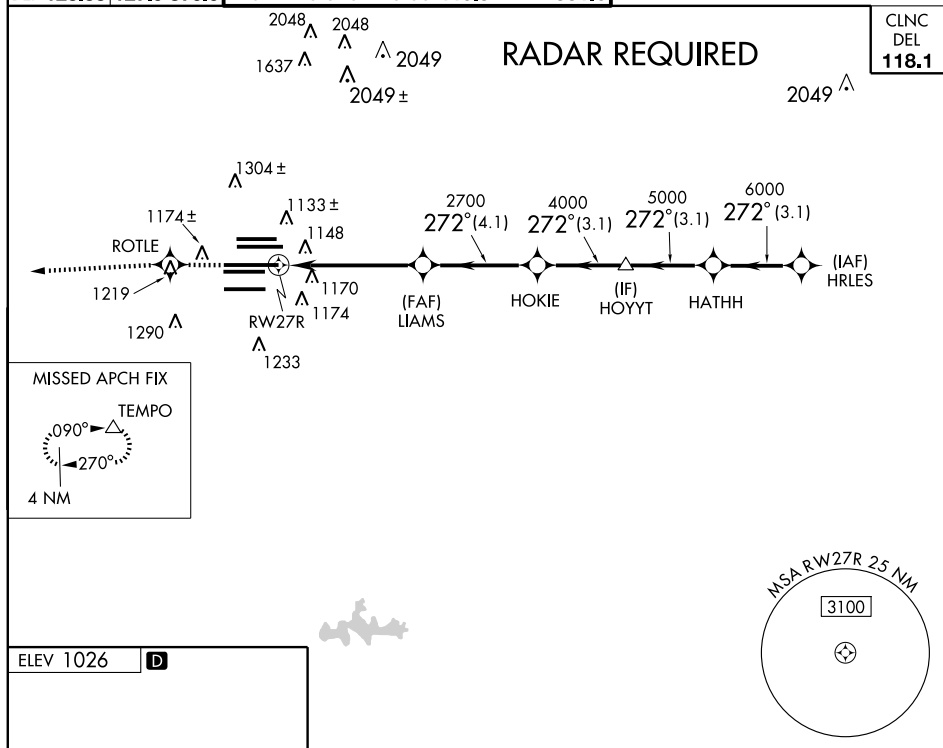
WAAS CH <b>70400</b> <b>W27B</b>	APP CRS <b>272°</b>	Rwy Idg <b>11690</b> TDZE <b>985</b> Apt Elev <b>1026</b>
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## RNAV (GPS) Y RWY 27R

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

<b>▼</b> Inoperative table does not apply to LPV, LNAV/VNAV and LNAV Cat C and D. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.	<b>MALS</b> 	<b>MISSED APPROACH:</b> Climb to 4000 direct ROTLE and via 269° track to TEMPO and hold.
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ATIS	ATLANTA	ATLANTA TOWER					ALL	GND CON	ALL
ARR <b>119.65</b>	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS	(8L-26R, 8R-26L) (9L-27R, 9R-27L)	10-28 RWYS
DEP <b>125.55</b>	<b>127.9 379.9</b>	<b>119.1</b>	<b>125.325</b>	<b>123.85</b>	<b>119.3</b>	<b>119.5</b>	<b>381.6</b>	<b>121.9</b>	<b>121.75 121.65 381.6</b>



4000	ROTTLE	269° TRK	TEMPO	HATHH	HRLES
*LNAV only. *1.6 NM to RW27R RW27R	LIAMS HOKIE	HOYYT 272°	272° 6000	6000 GS 3.00° TCH 56 VGSI and RNAV glidepath not coincident.	
1.6 NM	3.6 NM	4.1 NM	3.1 NM	3.1 NM	
CATEGORY	A	B	C	D	
LPV DA	1185/40 200 (200-¾)				
LNAV/VNAV DA	1464-1¾ 479 (500-1¾)				
LNAV MDA	1560/40	575 (600-¾)	1560-1½ 575 (600-1½)	1560-1¾ 575 (600-1¾)	

WAAS CH <b>61299</b> <b>W28A</b>	APP CRS <b>272°</b>	Rwy Idg TDZE Apt Elev <b>1026</b>	<b>9000</b> <b>998</b>
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# RNAV (GPS) Y RWY 28

## ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

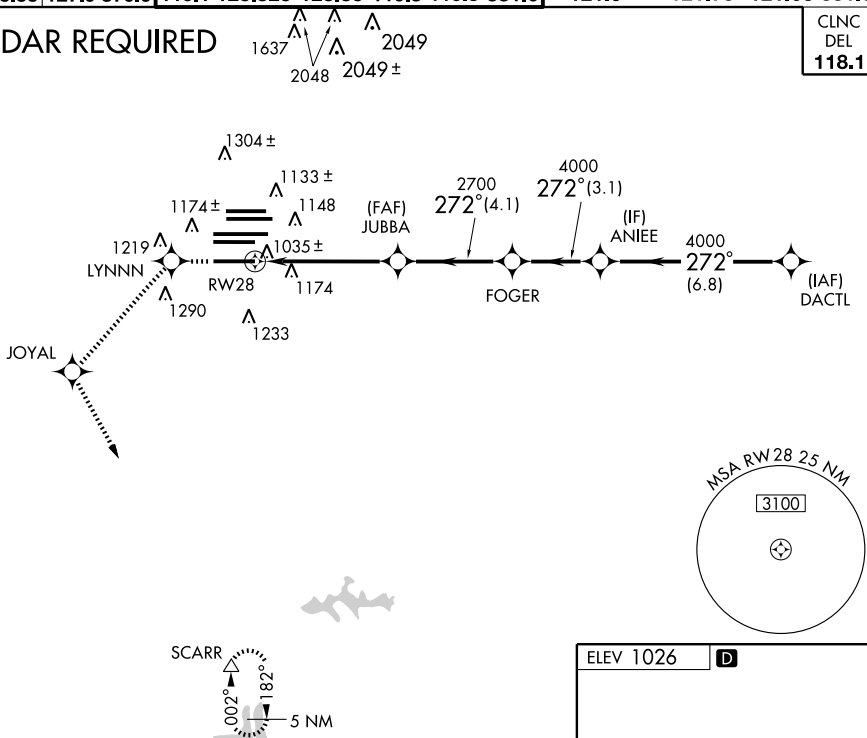
▼ For inoperative ALSF-2, increase LNAV/VNAV visibility to 1¾ mile all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 17°C (2°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.



MISSED APPROACH: Climb to 3500 direct LYNNN and via 224° track to JOYAL and 154° track to SCARR and hold.

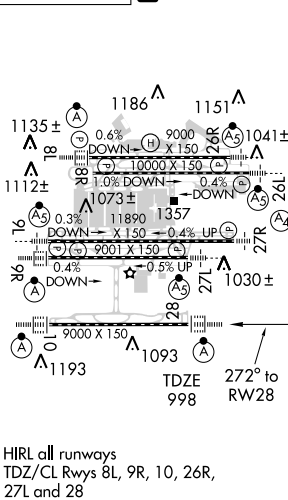
ATIS	ATLANTA	ATLANTA TOWER					ALL	GND CON			ALL
ARR <b>119.65</b>	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS	(8L-26R, 8R-26L)	(9L-27R, 9R-27L)	10-28	RWYS
DEP <b>125.55</b>	<b>127.9 379.9</b>	<b>119.1</b>	<b>125.325</b>	<b>123.85</b>	<b>119.3</b>	<b>119.5</b>	<b>381.6</b>	<b>121.9</b>	<b>121.75</b>	<b>121.65</b>	<b>381.6</b>

### RADAR REQUIRED



3500	LYNNN	JOYAL	SCARR	FOGER	ANIEE	DACTL
↑	TRK 224°	TRK 154°	△			
*LNAV only.						
		JUBBA				
		*1.3 NM to RW28				
				4000	4000	4000
						GS 3.00° TCH 55
CATEGORY	A		B	C	D	
LPV DA			1248/24	250 (300-½)		
LNAV/VNAV DA			1488/60	490 (500-¾)		
LNAV MDA	1460/24	462 (500-½)		1460/40 462 (500-¾)	1460/50 462 (500-1)	

ELEV 1026



APP CRS	Rwy Idg	<b>8800</b>
<b>092°</b>	TDZE	<b>1015</b>
	Apt Elev	<b>1026</b>

**RNAV (RNP) Z RWY 8L**

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

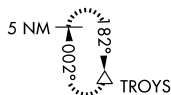
**GPS Required.** For inoperative ALSF, increase RNP 0.11, 0.15 and RNP 0.30 all Cats visibility to 1½. For uncompensated Baro-VNAV systems, procedure NA below -9° C (16° F) or above 46° C (116° F). Visibility reduction by helicopters NA.

ALSF-2

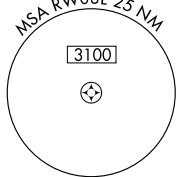
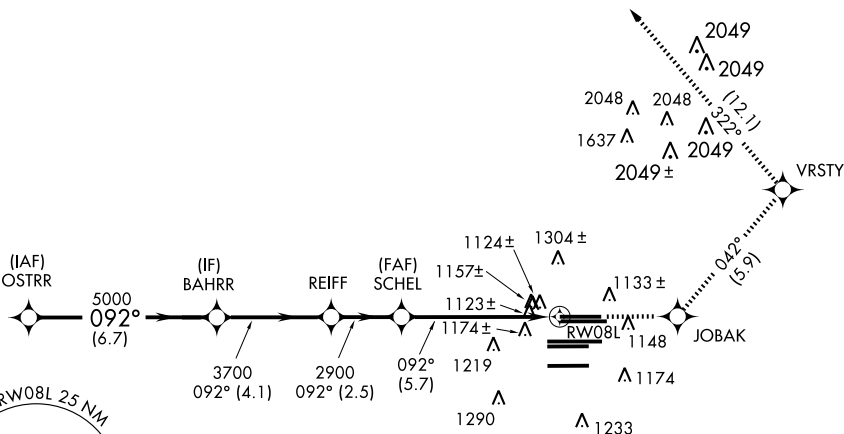


**MISSED APPROACH:** Climb to 3500 direct JOBAK and via track 042° to VRSTY and via track 322° to TROYS and hold.

ATIS	ATLANTA	ATLANTA TOWER						ALL	GND CON	ALL	
ARR <b>119.65</b>	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS	(8L-26R, 8R-26L)	(9L-27R, 9R-27L)	10-28	RWYS
DEP <b>125.55</b>	<b>127.9 379.9</b>	<b>119.1</b>	<b>125.325</b>	<b>123.85</b>	<b>119.3</b>	<b>119.5</b>	<b>381.6</b>	<b>121.9</b>	<b>121.75</b>	<b>121.65</b>	<b>381.6</b>

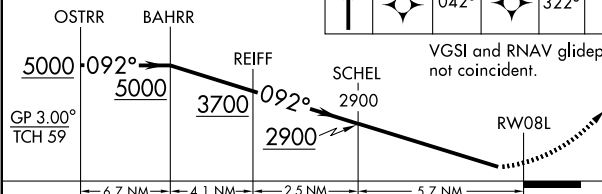
**RADAR REQUIRED**

CLNC  
DEL  
**118.1**

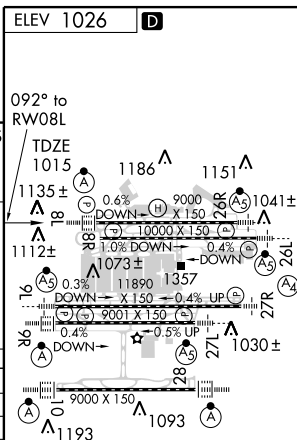


3500	JOBAK	trk 042°	VRSTY	trk 322°	TROYS
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VGSI and RNAV glidepath not coincident.



CATEGORY	A	B	C	D
RNP 0.11 DA		1424/45	409 (400-%)	
RNP 0.15 DA		1432/45	417 (500-%)	
RNP 0.30 DA		1475/50	460 (500-1)	

**SPECIAL AIRCRAFT & AIRCREW  
AUTHORIZATION REQUIRED**

HIRL all runways  
TDZ/CL Rwy 8L, 9R, 10, 26R,  
27L and 28

APP CRS **092°**  
Rwy Idg **10000**  
TDZE **1024**  
Apt Elev **1026**

# RNAV (RNP) Z RWY 08R

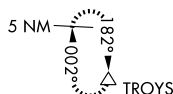
ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

GPS Required.  
For uncompensated Baro-VNAV systems, procedure  
NA below -9° C (16° F) or above 46° C (116° F).

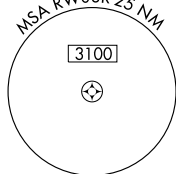
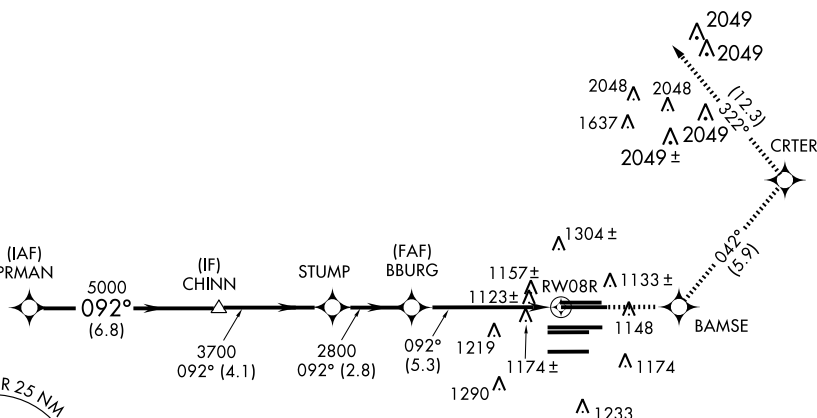
MISSED APPROACH: Climb to 3500 direct  
BAMSE and via track 042° to CRTER  
and via track 322° to TROYS and hold.

ATIS	ATLANTA	ATLANTA TOWER						ALL	GND CON			ALL
ARR <b>119.65</b>	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS	(8L-26R, 8R-26L)	(9L-27R, 9R-27L)	10-28	RWYS	
DEP <b>125.55</b>	<b>127.9 379.9</b>	<b>119.1</b>	<b>125.325</b>	<b>123.85</b>	<b>119.3</b>	<b>119.5</b>	<b>381.6</b>	<b>121.9</b>	<b>121.75</b>	<b>121.65</b>	<b>381.6</b>	

## RADAR REQUIRED

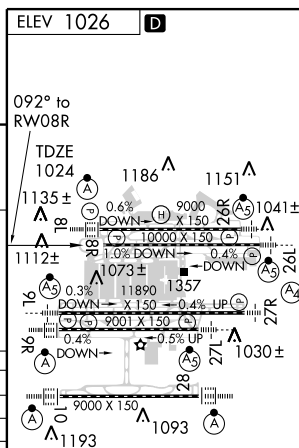


CLNC  
DEL  
**118.1**



CATEGORY		A	B	C	D
RNP 0.11	DA	1412/60	388 (400-1¼)		
RNP 0.15	DA	1419/60	395 (400-1¼)		
RNP 0.30	DA	1474-1½	450 (500-1½)		

## SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



HIRL all runways  
TDZ/CL Rwy 8L, 9R,  
10, 26R, 27L and 28



APP CRS	Rwy Idg	<b>11730</b>
<b>092°</b>	TDZE	<b>1019</b>
	Apt Elev	<b>1026</b>

**RNAV (RNP) Z RWY 9L**

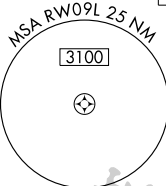
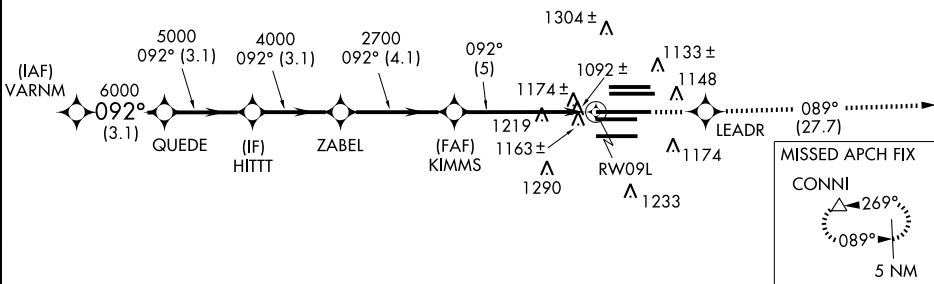
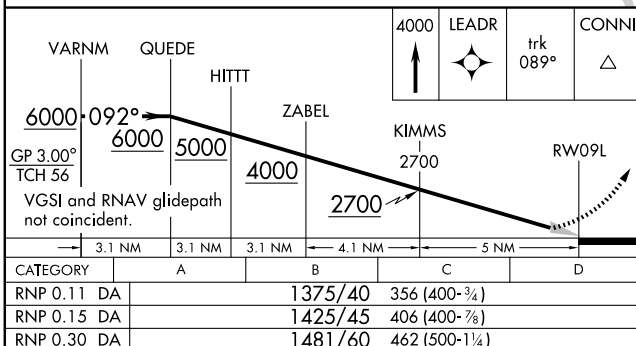
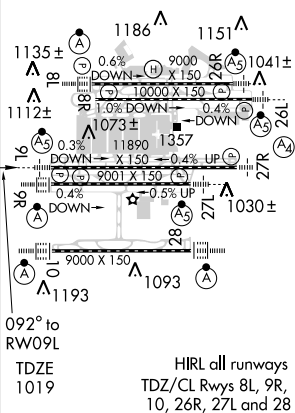
ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

**GPS Required.** For inoperative MALSR, increase RNP 0.11 all Cats visibility to RVR 6000, RNP 0.15 and RNP 0.30 all Cats visibility to 1½.  
For uncompensated Baro-VNAV systems, procedure NA below -9° C (16° F) or above 46° C (116° F).



**MISSED APPROACH:** Climb to 4000 direct LEADR and via track 089° to CONNI and hold.

ATIS	ATLANTA	ATLANTA TOWER							GND CON	ALL
ARR <b>119.65</b>	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS		(8L-26R, 8R-26L) (9L-27R, 9R-27L)	10-28 RWYS
DEP <b>125.55</b>	<b>127.9 379.9</b>	<b>119.1</b>	<b>125.325</b>	<b>123.85</b>	<b>119.3</b>	<b>119.5</b>	<b>381.6</b>	<b>121.9</b>	<b>121.75</b>	<b>121.65 381.6</b>

**RADAR REQUIRED**ELEV 1026 **D****SPECIAL AIRCRAFT & AIRCREW  
AUTHORIZATION REQUIRED**

APP CRS	Rwy Idg	<b>9000</b>
<b>092°</b>	TDZE	<b>1026</b>
	Apt Elev	<b>1026</b>

**RNAV (RNP) Z RWY 9R**

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

**GPS Required.** For inoperative ALSF, increase RNP 0.11 all Cats visibility to RVR 6000, RNP 0.15 and RNP 0.30 all Cats visibility to 1½. For uncompensated Baro-VNAV systems, procedure NA below -9° C (16° F) or above 46° C (116° F).

ALSF-2



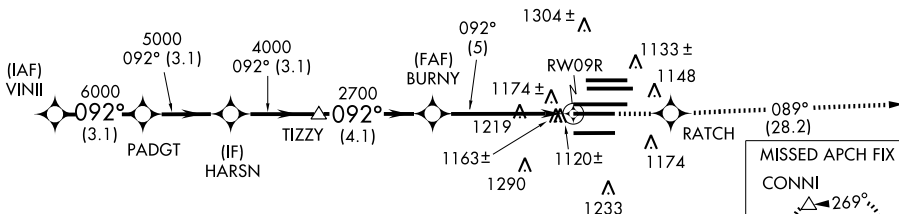
**MISSED APPROACH:** Climb to 4000 direct RATCH and via track 089° to CONNI and hold.

ATIS	ATLANTA	ATLANTA TOWER							ALL	GND CON	ALL	
ARR <b>119.65</b>	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS		(8L-26R, 8R-26L)	(9L-27R, 9R-27L)	10-28	RWYS
DEP <b>125.55</b>	<b>127.9 379.9</b>	<b>119.1</b>	<b>125.325</b>	<b>123.85</b>	<b>119.3</b>	<b>119.5</b>	<b>381.6</b>		<b>121.9</b>	<b>121.75</b>	<b>121.65</b>	<b>381.6</b>

**RADAR REQUIRED**

2048  $\Delta$  2048  $\Delta$  2049  $\Delta$   
 1637  $\Delta$  2049  $\pm$

CLNC  
DEL  
**118.1**

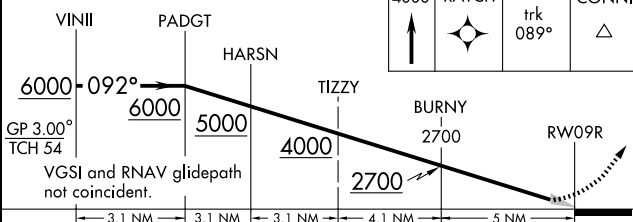
2049  $\Delta$ 

MSA RW09R 25 NM

3100

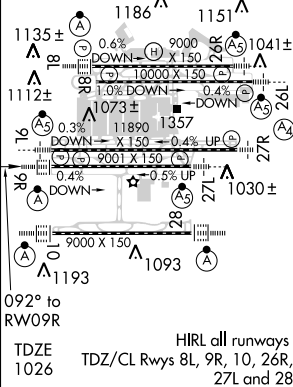
ELEV 1026

D



CATEGORY	A	B	C	D
RNP 0.11 DA		1420/45	394 (400-7%)	
RNP 0.15 DA		1427/45	401 (500-7%)	
RNP 0.30 DA		1480/50	454 (500-1)	

**SPECIAL AIRCRAFT & AIRCREW  
AUTHORIZATION REQUIRED**

092° to  
RW09RTDZE  
1026

HIRL all runways  
TDZ/CL Rwy 8L, 9R, 10, 26R,  
27L and 28

APP CRS	Rwy Idg	<b>9000</b>
<b>092°</b>	TDZE	<b>1000</b>
	Apt Elev	<b>1026</b>

## RNAV (RNP) Z RWY 10

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

**T** GPS Required. For inoperative ALSF, increase RNP 0.11 all Cats visibility to RVR 6000, RNP 0.15 all Cats visibility to 1½, RNP 0.30 all Cats visibility to 1¾. For uncompensated Baro-VNAV systems, procedure NA below -9° C (16° F) or above 46° C (116° F). Visibility reduction by helicopters -NA.

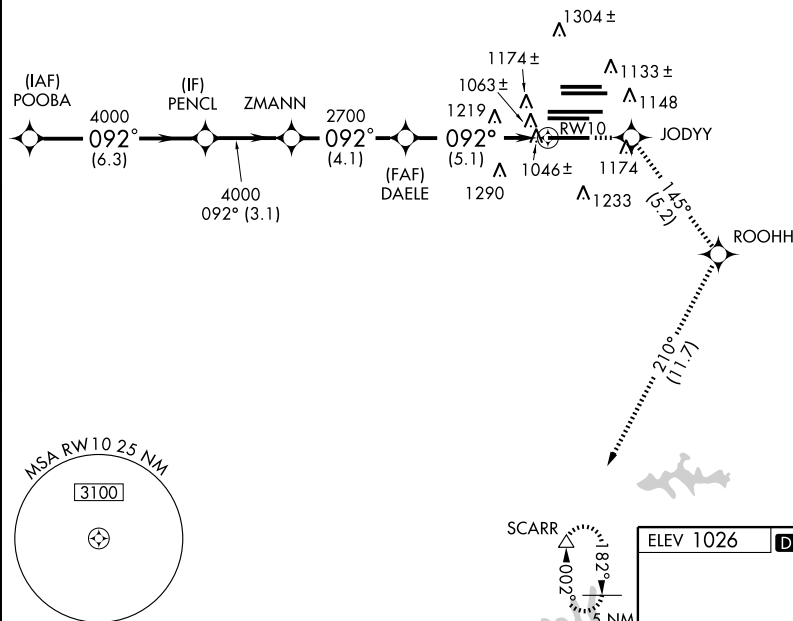
ALSF-2



**MISSED APPROACH:** Climb to 3500 direct JODYY and via track 145° to ROOHH and via track 210° to SCARR and hold.

ATIS	ATLANTA APP CON	ATLANTA TOWER						ALL RWYS	GND CON			ALL RWYS
		8L-26R	8R-26L	9L-27R	9R-27L	10-28			(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	
ARR <b>119.65</b>												
DEP <b>125.55</b>	<b>127.9</b>	<b>379.9</b>	<b>119.1</b>	<b>125.325</b>	<b>123.85</b>	<b>119.3</b>	<b>119.5</b>	<b>381.6</b>	<b>121.9</b>	<b>121.75</b>	<b>121.65</b>	<b>381.6</b>

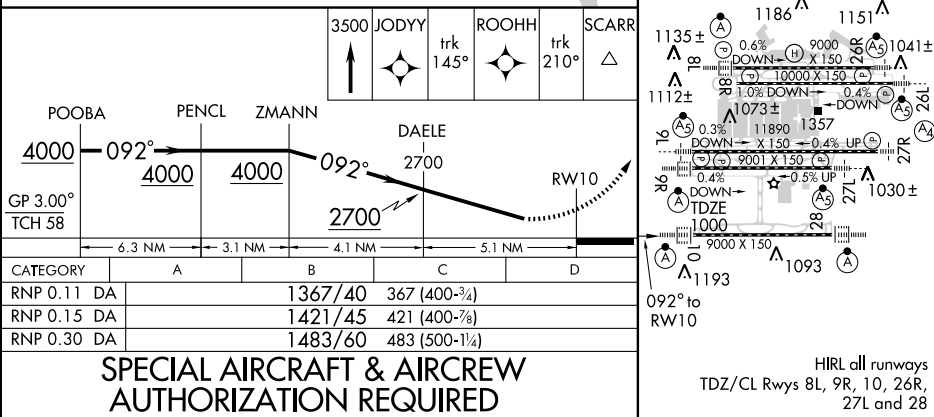
## RADAR REQUIRED



CLNC  
DEL  
**118.1**

ELEV 1026

**D**



ATLANTA, GEORGIA

Orig-A 09267

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

33° 38'N-84° 26'W

## RNAV (RNP) Z RWY 10

SE-4. 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010

APP CRS <b>272°</b>	Rwy Idg <b>10000</b>
TDZE <b>995</b>	Apt Elev <b>1026</b>

**RNAV (RNP) Z RWY 26L**

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

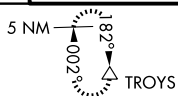
▼ GPS Required. For inoperative MALS, increase RNP 0.11\* all Cats visibility to RVR 4500, RNP 0.11 and RNP 0.15 all Cats visibility to RVR 6000, RNP 0.30 all Cats visibility to 1½. For uncompensated Baro-VNAV systems, procedure NA below -9° C (16° F) or above 46° C (116° F). RNP 0.11\* missed approach requires minimum climb of 395 feet per NM to 1800.

MALSR

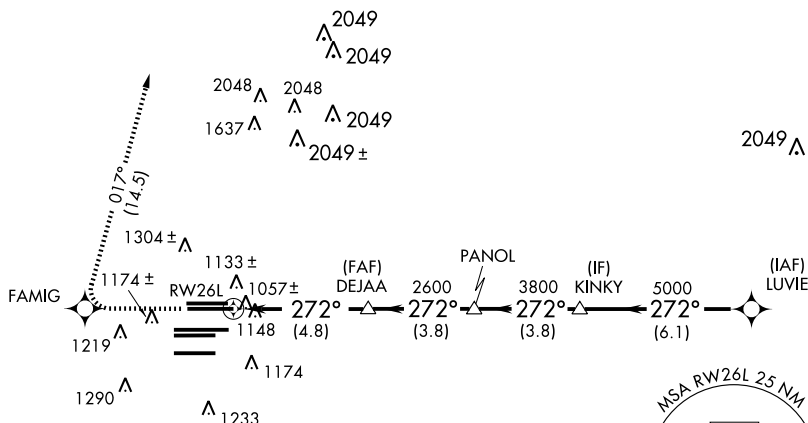


MISSED APPROACH: Climb to 3500 direct FAMIG and right turn via track 017° to TROYS and hold.

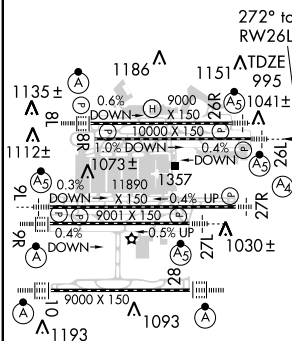
ATIS ARR <b>119.65</b> DEP <b>125.55</b>	ATLANTA APP CON <b>127.9 379.9</b>	ATLANTA TOWER 8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS <b>119.1 125.325 123.85 119.3 119.5 381.6</b>				ALL RWYS <b>121.9</b>	GND CON (8L-26R, 8R-26L) (9L-27R, 9R-27L) 10-28 RWYS <b>121.75 121.65 381.6</b>
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**RADAR REQUIRED**

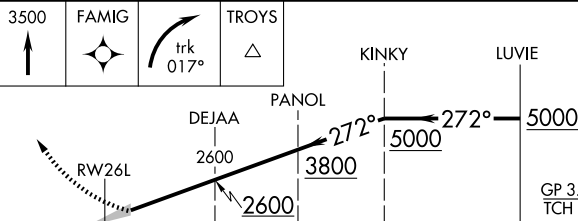
CINC DEL <b>118.1</b>
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ELEV 1026



HIRL all runways  
TDZ/CL Rwy 8L, 9R, 10, 26R,  
27L and 28



CATEGORY	A	B	C	D
RNP 0.11 DA*	1274/24 279 (300-½)			
RNP 0.11 DA	1383/45 388 (400-¾)			
RNP 0.15 DA	1390/45 395 (400-¾)			
RNP 0.30 DA	1427/50 432 (500-1)			

**SPECIAL AIRCRAFT & AIRCREW  
AUTHORIZATION REQUIRED**

APP CRS	Rwy Idg	<b>8800</b>
<b>272°</b>	TDZE	<b>990</b>
	Apt Elev	<b>1026</b>

**RNAV (RNP) Z RWY 26R**

ATLANTA/ HARTSFIELD- JACKSON ATLANTA INTL (ATL)

GPS Required. For inoperative MALSR, increase RNP 0.11 and RNP 0.15 all Cats visibility to RVR 6000, RNP 0.30 all Cats visibility to 1½. For uncompensated Baro-VNAV systems, procedure NA below -9° C (16° F) or above 46° C (116° F). Visibility reduction by helicopters NA.

MALSR

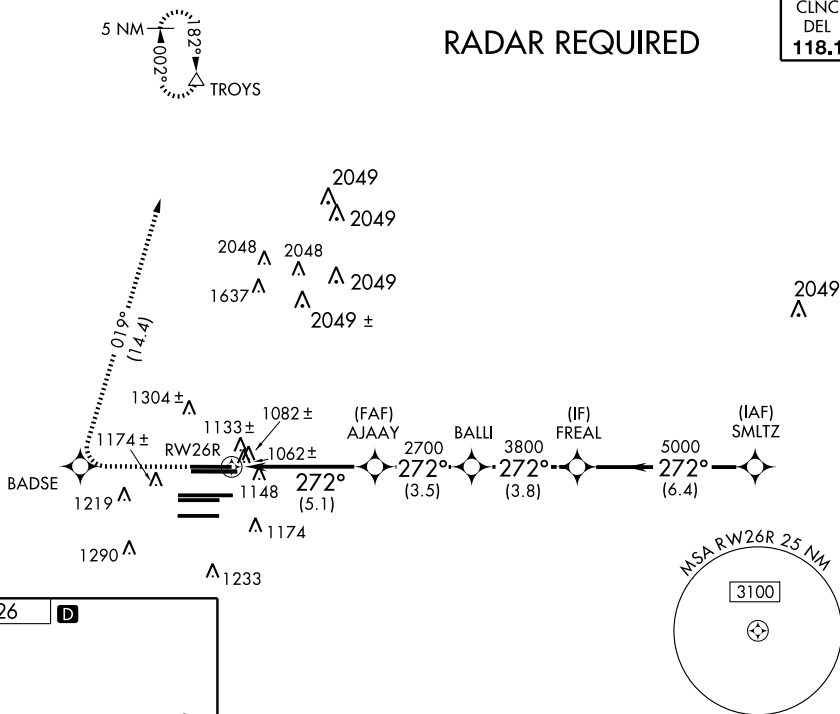


MISSED APPROACH: Climb to 3500 direct BADSE and right turn via track 019° to TROYS and hold.

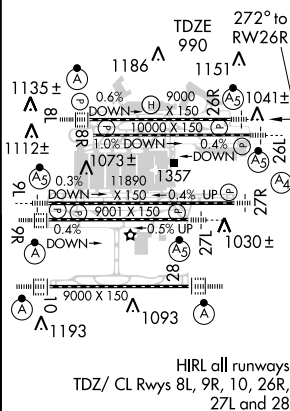
ATIS	ATLANTA	ATLANTA TOWER				ALL	GND CON	ALL
ARR <b>119.65</b>	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28 RWYS	(8L-26R, 8R-26L) (9L-27R, 9R-27L)	10-28 RWYS
DEP <b>125.55</b>	<b>127.9 379.9</b>	<b>119.1</b>	<b>125.325</b>	<b>123.85</b>	<b>119.3</b>	<b>119.5 381.6</b>	<b>121.9</b>	<b>121.75 121.65 381.6</b>

**RADAR REQUIRED**

CINC DEL <b>118.1</b>
-----------------------------



ELEV 1026

**D**

HIRL all runways  
TDZ/ CL Rwy 8L, 9R, 10, 26R,  
27L and 28

3500	BADSE	TROYS	FREAL	SMLTZ
		trk 019°		
RW26R	AJAAY	BALLI	272°	5000
	2700	3800	272°	5000
			5000	GP 3.00°
				TCH 58
	5.1 NM	3.5 NM	3.8 NM	6.4 NM
CATEGORY	A	B	C	D
RNP 0.11 DA		1380/40	390 (400-¾)	
RNP 0.15 DA		1387/45	397 (400-¾)	
RNP 0.30 DA		1449/50	459 (500-1)	

**SPECIAL AIRCRAFT & AIRCREW  
AUTHORIZATION REQUIRED**

APP CRS <b>272°</b>	Rwy Idg <b>8865</b> TDZE <b>999</b> Apt Elev <b>1026</b>
------------------------	--

## RNAV (RNP) Z RWY 27L

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

**T** GPS Required. For inoperative MALSR, increase RNP 0.11 all Cats visibility to RVR 5000, RNP 0.15 all Cats visibility to RVR 6000, RNP 0.30 all Cats visibility to  $1\frac{3}{4}$ . For uncompensated Baro-VNAV systems, procedure NA below -8°C (17°F) or above 46°C (116°F). Visibility reduction by helicopters NA.

MALSR

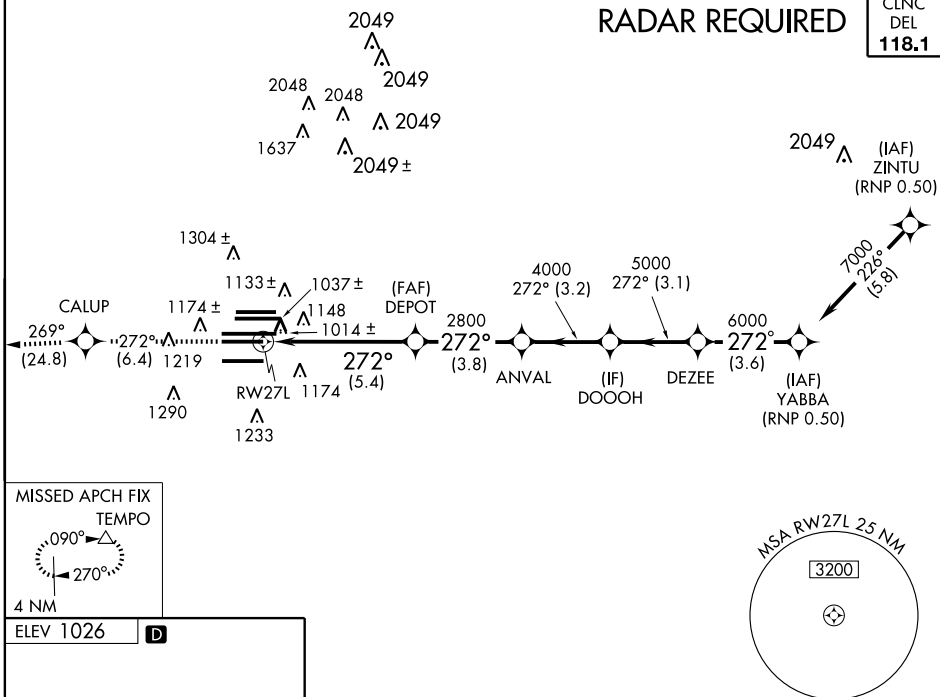


**MISSED APPROACH:** Climb to 4000 via track 272° to CALUP and via track 269° to TEMPO and hold.

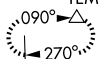
ATIS	ATLANTA APP CON	ATLANTA TOWER							ALL RWYs	GND CON		ALL RWYs
ARR	119.65	8L-26R	8R-26L	9L-27R	9R-27L	10-28			(8L-26R, 8R-26L)	10-28		
DEP	125.55	127.9	379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75 121.65 381.6	

## RADAR REQUIRED

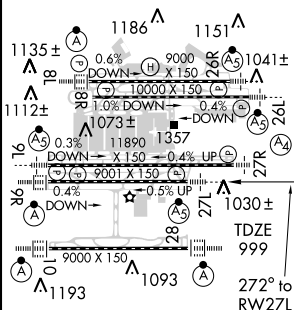
CLNC  
DEL  
**118.1**



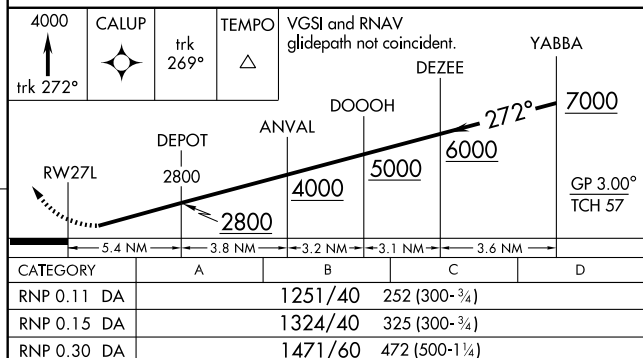
MISSED APCH FIX  
TEMPO



4 NM
ELEV 1026



HIRL all runways  
TDZ/CL Rwy's 8L, 9R, 10, 26R,  
27L and 28



## SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

ATLANTA, GEORGIA  
Amdt 1 19NOV09

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)  
33°38'N-84°26'W **PNNAV (PNP) 7 PWV 271**

RNAV (RNP) Z RWY 27L

SE-4. 26 AUG 2010 to 23 SEP 2010

APP CRS **272°**  
Rwy Idg **11690**  
TDZE **985**  
Apt Elev **1026**

# RNAV (RNP) Z RWY 27R

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

**V** GPS Required. For inoperative MALS, increase RNP 0.11\* all Cats visibility to RVR 5000, RNP 0.11 all Cats visibility to RVR 6000, RNP 0.15 all Cats visibility to 1½, RNP 0.30 all Cats visibility to 1¾. For uncompensated Baro-VNAV systems, procedure NA below -9° C (16° F) or above 46° C (116° F). RNP 0.11\* missed approach requires minimum climb of 300 feet per NM to 1700. Visibility reduction by helicopters NA.

MALS

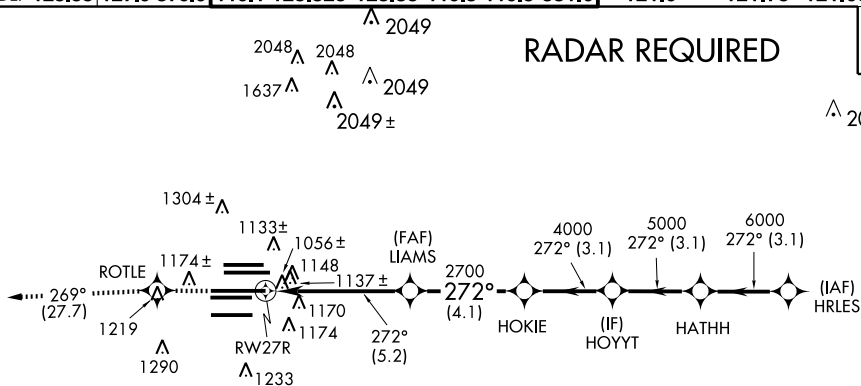


MISSED APPROACH: Climb to 4000 direct ROTLE and via track 269° to TEMPO and hold.

ATIS	ATLANTA	ATLANTA TOWER					ALL	GND CON		ALL	
ARR	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	RWYS
119.65											
DEP	125.55	127.9	379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75 121.65 381.6

## RADAR REQUIRED

CLNC  
DEL  
**118.1**



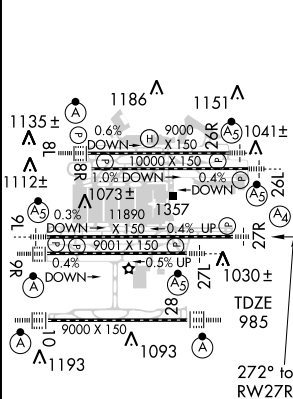
MISSED APCH FIX

TEMPO



ELEV 1026

D



HIRL all runways  
TDZ/CL Rwy's 8L, 9R, 10, 26R,  
27L and 28

4000	ROTTLE	trk 269°	TEMPO	VGS and RNAV glidepath not coincident.	HOYYT	HATHH	HRLES
					272°	272°	6000
					4000	5000	
					2700		
					5.2 NM	4.1 NM	3.1 NM
CATEGORY	A	B	C	D			
RNP 0.11 DA*		1300/40	315 (300-¾)				
RNP 0.11 DA		1373/50	388 (400-1)				
RNP 0.15 DA		1399/60	414 (400-1½)				
RNP 0.30 DA		1484-1½	499 (500-1½)				

## SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

ATLANTA, GEORGIA  
Orig-A 09295

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)  
33° 38'N-84° 26'W  
**RNAV (RNP) Z RWY 27R**

APP CRS <b>272°</b>	Rwy Idg <b>9000</b>
	TDZE <b>998</b>
	Apt Elev <b>1026</b>

**RNAV (RNP) Z RWY 28**

ATLANTA/HARTSFIELD - JACKSON ATLANTA INTL (ATL)

**GPS Required.** For inoperative ALSF, increase RNP 0.11 and 0.15 all Cats visibility to RVR 4500, RNP 0.30 all Cats visibility to RVR 6000.  
For uncompensated Baro-VNAV systems, procedure NA below -9° C (16° F) or above 46° C (116° F).

ALSF-2



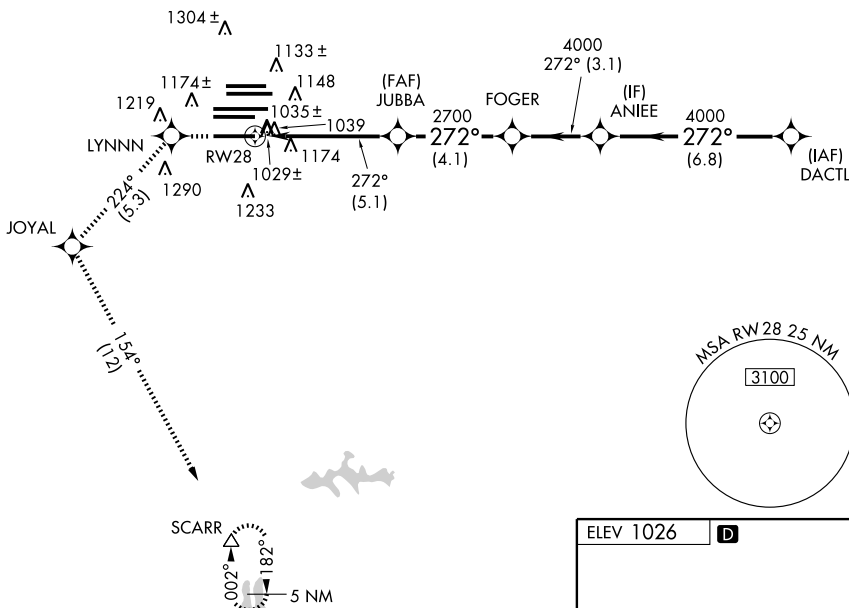
**MISSED APPROACH:** Climb to 3500 direct LYNNN and via track 224° to JOYAL and via track 154° to SCARR and hold.

ATIS	ATLANTA	ATLANTA TOWER						ALL	GND CON	ALL
ARR <b>119.65</b>	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS	(8L-26R, 8R-26L)	(9L-27R, 9R-27L)	10-28 RWYS
DEP <b>125.55</b>	<b>127.9 379.9</b>	<b>119.1</b>	<b>125.325</b>	<b>123.85</b>	<b>119.3</b>	<b>119.5</b>	<b>381.6</b>	<b>121.9</b>	<b>121.75</b>	<b>121.65 381.6</b>

**RADAR REQUIRED**

1637  $\Delta$   $\Delta$   $\Delta$  2049  
2048 2049±

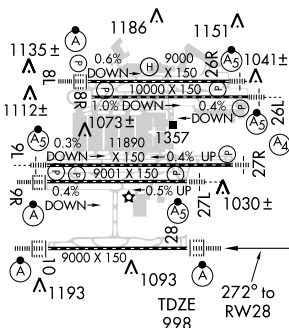
CLNC  
DEL  
**118.1**



	3500 LYNNN	JOYAL	SCARR	FOGER	ANIEE	DACTL
	↑	trk 224°	trk 154°			
				JUBBA		
				2700	4000	4000
				2700	4000	4000
				5.1 NM	4.1 NM	3.1 NM 6.8 NM
CATEGORY	A	B	C	D		
RNP 0.11 DA		1262/24	264 (300-½)			
RNP 0.15 DA		1269/24	271 (300-½)			
RNP 0.30 DA		1339/32	341 (400-½)			

**SPECIAL AIRCRAFT & AIRCREW  
AUTHORIZATION REQUIRED**

ELEV 1026

**D**

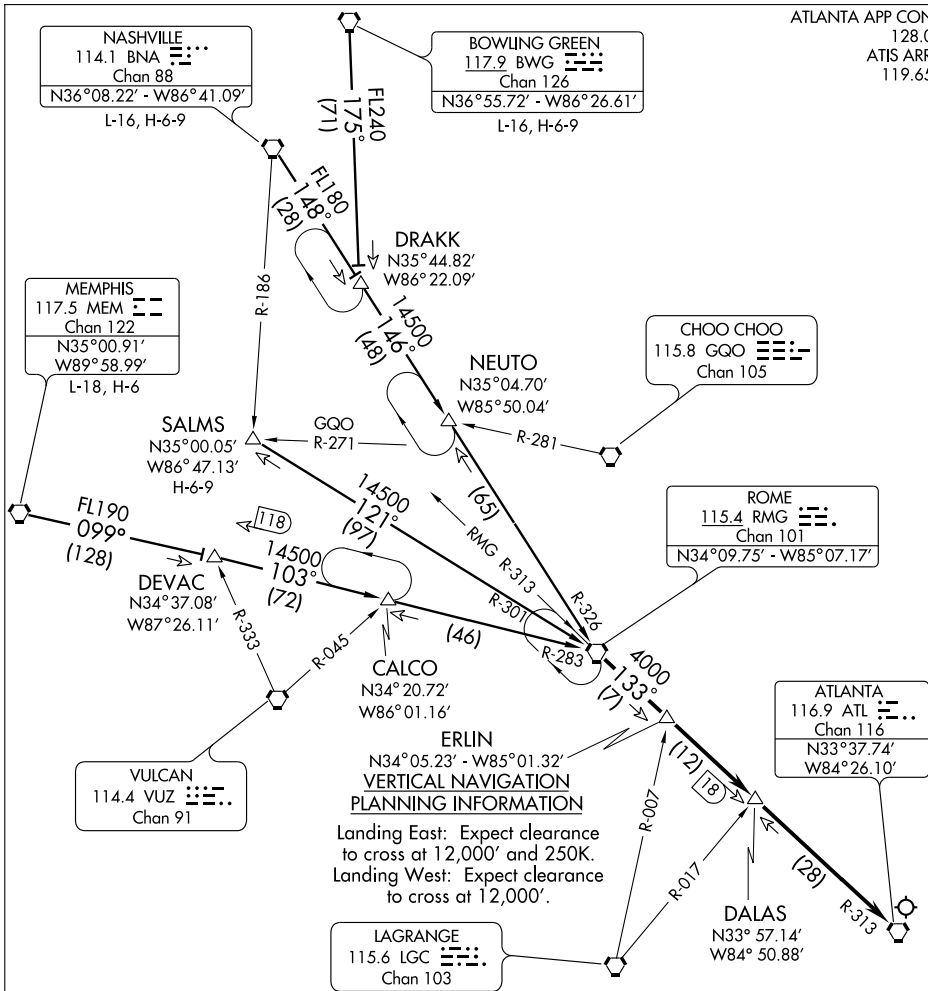
HIRL all runways  
TDZ/CL Rwy 8L, 9R, 10, 26R,  
27L and 28



## ROME THREE ARRIVAL (RMG.RMG3)

ATLANTA APP CON

ATIS ARR  
119.65



NOTE: Chart not to scale.

BOWLING GREEN TRANSITION (BWG.RMG3): From over BWG VORTAC via BWG R-175 and RMG R-326 to RMG VORTAC. Thence. . .

MEMPHIS TRANSITION (MEM.RMG3): From over MEM VORTAC via MEM R-099 and RMG R-283 to RMG VORTAC. Thence. . .

NASHVILLE TRANSITION (BNA.RMG3): From over BNA VORTAC via BNA R-148 and RMG R-326 to RMG VORTAC. Thence. . .

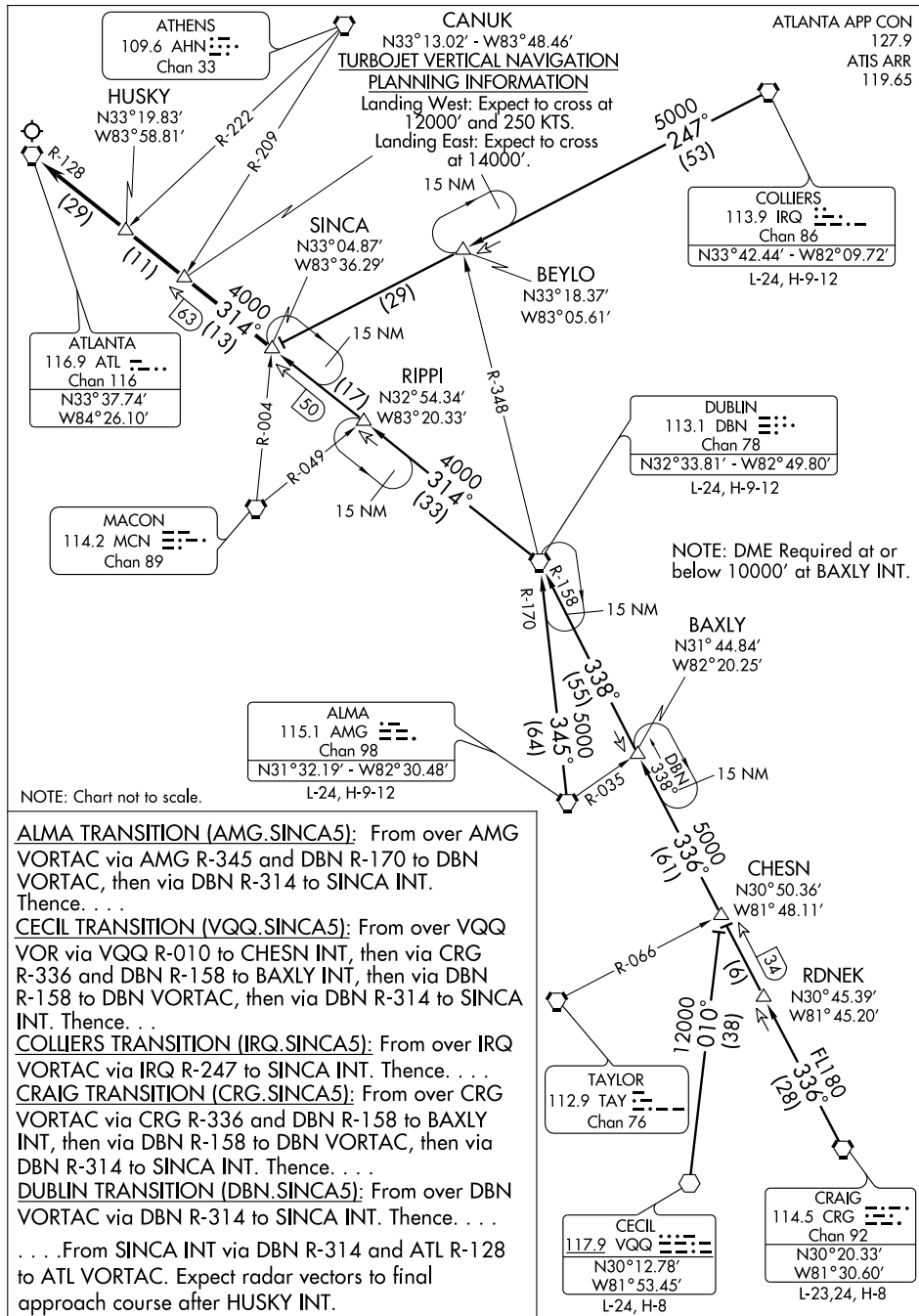
SALMS TRANSITION (SALMS.RMG3): From over SALMS INT via RMG R-301 to RMG VORTAC. Thence, . . .

. . . From over RMG VORTAC via ATL R-313 to ATL VORTAC. Expect radar vectors to final approach course after DALAS INT.

### ROME THREE ARRIVAL (RMG.RMG3)

ATLANTA, GEORGIA  
HARTSFIELD - JACKSON ATLANTA INTL

## SINCA FIVE ARRIVAL



## SINCA FIVE ARRIVAL

135.375 (Rwy 10-28)

Rwy 26L, 27L: ATC climb of 500' per NM to 1540.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to SUMMT, maintain 250 KIAS until KLEGG, thence....  
TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to SUMMT, maintain 250 KIAS until KLEGG, thence....  
TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then left turn direct LIDAS, then via depicted route to SUMMT, thence....  
TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then left turn direct LIDAS, then via depicted route to SUMMT, thence....  
TAKE-OFF RWY 10: Climb heading 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to SUMMT, thence....  
TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 296° course to MPASS, then via depicted route to SUMMT, maintain 250 KIAS until ZELAN, thence....  
TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 295° course to MPASS, then via depicted route to SUMMT, maintain 250 KIAS until ZELAN, thence....  
TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to SUMMT, thence....  
TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to SUMMT, thence....  
TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then 247° course to WLSN, then via depicted route to SUMMT, thence....

.... Maintain 10,000 (or requested altitude, if lower), expect clearance to filed altitude ten minutes after departure.

VOLUNTEER TRANSITION (SUMMT4.VXV):

- NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.
- NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.
- NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.
- NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134'. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.
- NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.
- NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL/ 1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/ 1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121' MSL.
- NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.
- NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.
- NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.

## THRSR FIVE DEPARTURE (RNAV) SL-26 (FAA)

ATLANTA, GEORGIA

ATIS DEP 125.55

CLNC DEL 118.1

GND CON

121.9 381.6 (Rwys 8L-26R, 8R-26L)

121.75 381.6 (Rwys 9L-27R, 9R-27L)

121.65 381.6 (Rwy 10-28)

ATLANTA TOWER

119.1 381.6 (Rwy 8L-26R)

125.325 381.6 (Rwy 8R-26L)

119.3 381.6 (Rwy 9R-27L)

123.85 381.6 (Rwy 9L-27R)

119.5 381.6 (Rwy 10-28)

ATLANTA DEP CON

125.7 (Rwys 8L-26R, 8R-26L)

125.65 (Rwys 9L-27R, 9R-27L)

135.375 (Rwy 10-28)

## TAKEOFF MINIMUMS:

Rwy 8R: 300-1 or Standard with minimum climb of 247' per NM to 1200, ATC climb of 500' per NM to 1500.

Rwy 9L: 300-1½ or Standard with minimum climb of 234' per NM to 1200, ATC climb of 500' per NM to 1480.

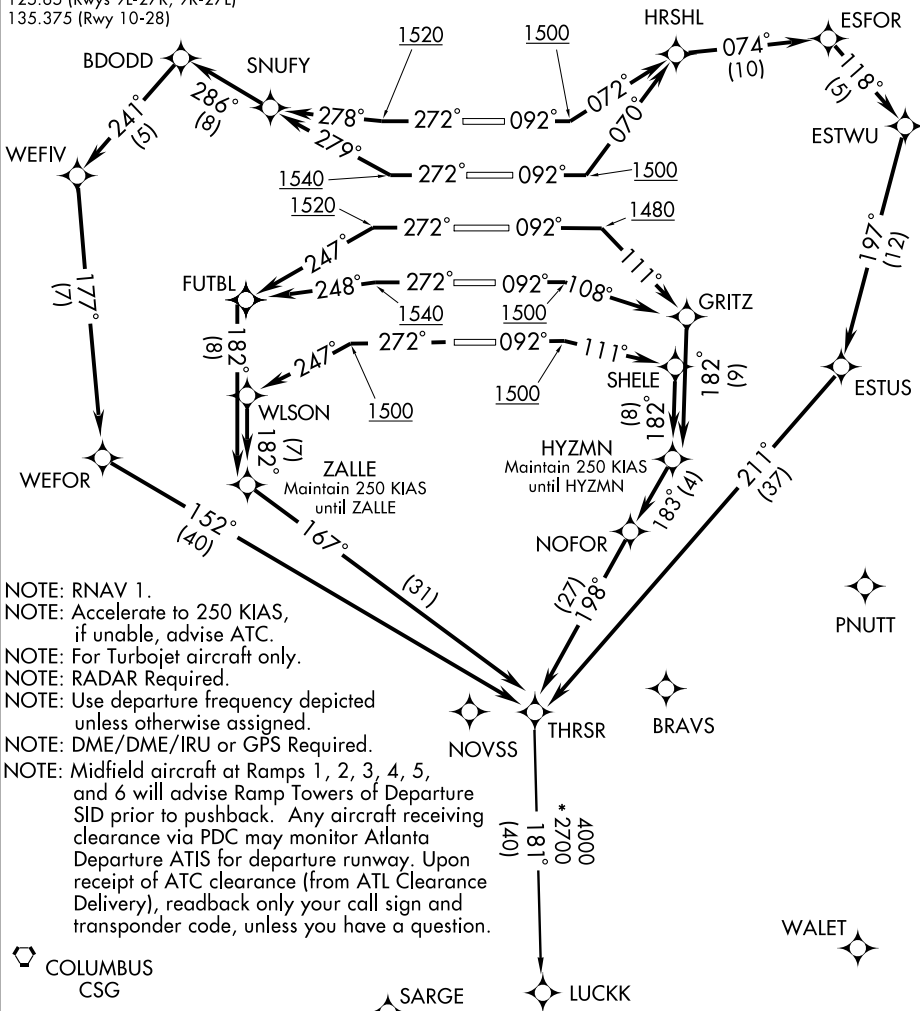
Rwys 8L, 9R, 10, 26L, 26R, 27L, 27R, 28:

Standard with the following ATC climb rates:

Rwy 8L, 9R, 10, 28: ATC climb of 500' per NM to 1500.

Rwy 26L, 27L: ATC climb of 500' per NM to 1540.

Rwy 26R, 27R: ATC climb of 500' per NM to 1520.



NOTE: RNAV 1.

NOTE: Accelerate to 250 KIAS, if unable, advise ATC.

NOTE: For Turbojet aircraft only.

NOTE: RADAR Required.

NOTE: Use departure frequency depicted unless otherwise assigned.

NOTE: DME/DME/IRU or GPS Required.

NOTE: Midfield aircraft at Ramps 1, 2, 3, 4, 5, and 6 will advise Ramp Towers of Departure SID prior to pushback. Any aircraft receiving clearance via PDC may monitor Atlanta Departure ATIS for departure runway. Upon receipt of ATC clearance (from ATL Clearance Delivery), readback only your call sign and transponder code, unless you have a question.

COLUMBUS  
CSG

(Continued on following page)

NOTE: Chart not to scale



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to THRSR, thence....

TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to THRSR, thence....

TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then on 111° course to GRITZ, then via depicted route to THRSR, maintain 250 KIAS until HYZMN, thence....

TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then on 108° course to GRITZ, then via depicted route to THRSR, maintain 250 KIAS until HYZMN, thence....

TAKE-OFF RWY 10: Climb heading 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to THRSR, maintain 250 KIAS until HYZMN, thence....

TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 279° course to SNUFY, then via depicted route to THRSR, thence....

TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 278° course to SNUFY, then via depicted route to THRSR, thence....

TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to THRSR, maintain 250 KIAS until ZALLE, thence....

TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to THRSR, maintain 250 KIAS until ZALLE, thence....

TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WILSON, then via depicted route to THRSR, maintain 250 KIAS until ZALLE, thence....

....Maintain 10,000 (or requested altitude, if lower), expect clearance to filed altitude 10 minutes after departure.

LUCKK TRANSITION (THRSR5.LUCKK):

- NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.
- NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.
- NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.
- NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134' MSL. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.
- NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.
- NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL/1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121' MSL.
- NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.
- NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.
- NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.

NOTE: Chart not to scale



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to UGAAA, thence....

TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to UGAAA, thence....

TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then left turn direct LIDAS, then via depicted route to UGAAA, thence....

TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then left turn direct LIDAS, then via depicted route to UGAAA, thence....

TAKE-OFF RWY 10: Climb heading to 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to UGAAA, thence ....

TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 296° course to MPASS, then via depicted route to UGAAA, maintain 250 KIAS until ZELAN, thence....

TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 295° course to MPASS, then via depicted route to UGAAA, maintain 250 KIAS until ZELAN, thence....

TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to UGAAA, maintain 250 KIAS until ZALLE, thence....

TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to UGAAA, maintain 250 KIAS until ZALLE, thence....

TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WLSON, then via depicted route to UGAAA, maintain 250 KIAS until ZALLE thence....

....maintain 10,000 (or requested altitude if lower), expect clearance to filed altitude ten minutes after departure.

## ATHENS TRANSITION (UGAAA2.AHN):

NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.

NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.

NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.

NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134' MSL. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.

NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.

NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL/1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121' MSL.

NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.

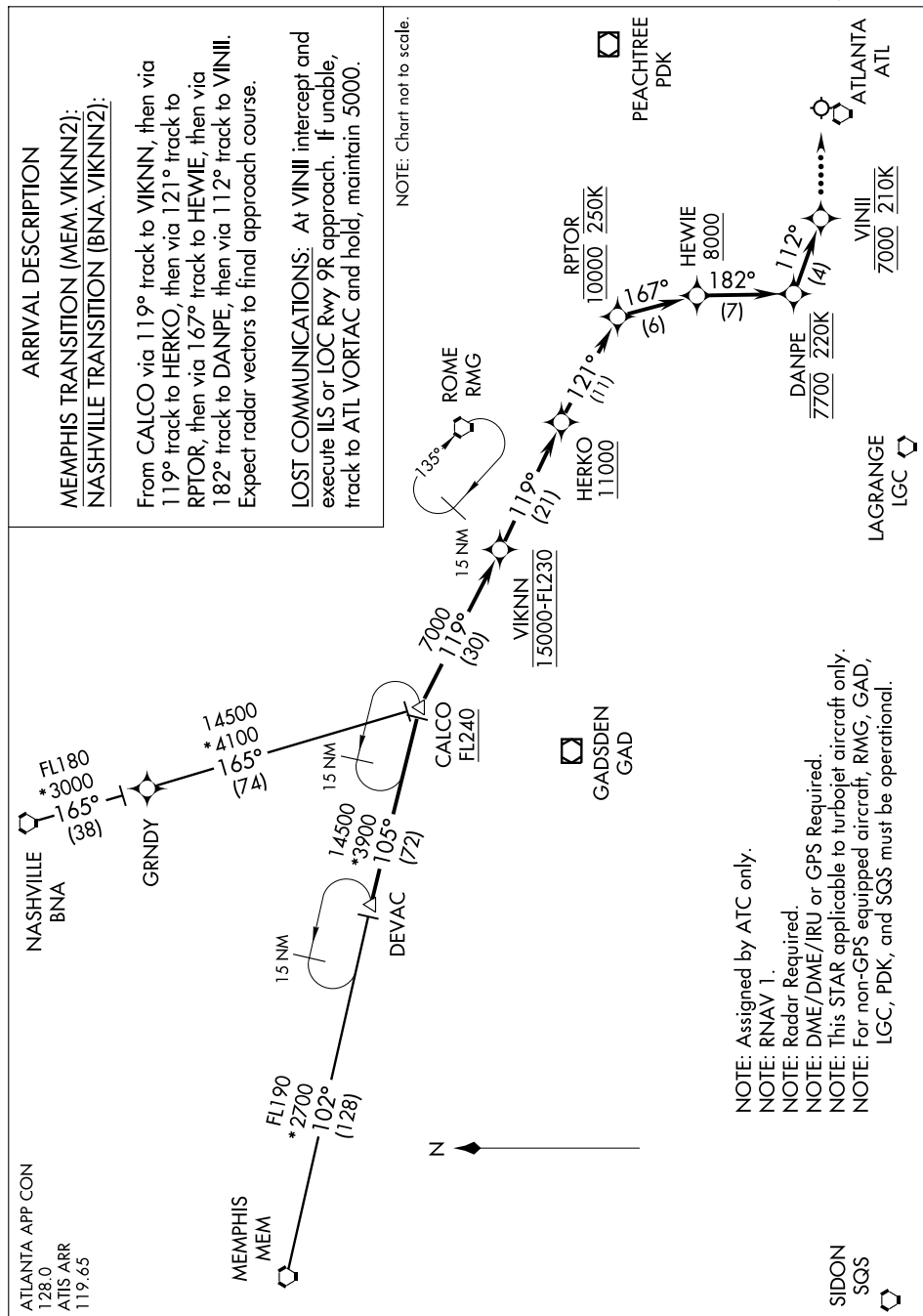
NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.

NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.



## VIKNN TWO ARRIVAL (RNAV)

SE-4, 26 AUG 2010 to 23 SEP 2010



## VIKNN TWO ARRIVAL (RNAV)

SE-4, 26 AUG 2010 to 23 SEP 2010

VORTAC ATL  
**116.9**  
Chan **116**

APP CRS  
**264°**

Rwy Idg	8865
TDZE	999
Apt Elev	1026

VOR RWY 27L

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)



**MISSED APPROACH:** Climbing left turn to 3500 via ATL R-180 to SCARR Int/ATL 15 DME and hold.

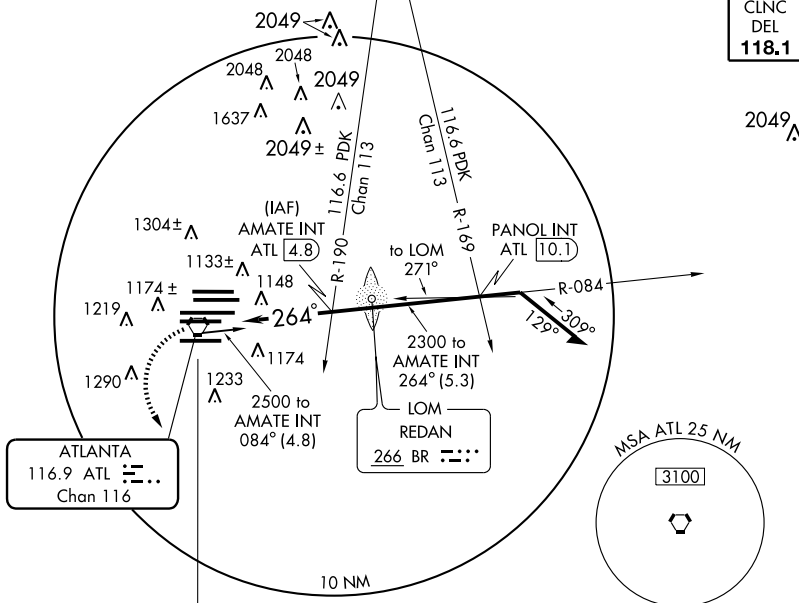
ATIS
ARR <b>119.65</b>
DEP <b>125.55</b>

ATLANTA  
APP CON  
27.9 379.9

ATLANTA TOWER					ALL
8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS
119.1	125.325	123.85	119.3	119.5	381.6

	GND CON		ALL
(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	RWYS
<b>121.9</b>	<b>121.75</b>	<b>121.65</b>	<b>381.6</b>

CLNC  
DEL  
**118.1**

SCARF  
ATL 1.

115.6 LGC  
Chan 103

3500

ATL B-190

SCARR

AMATE INT

Remain  
within 10 NM

VORTA

( )

1

CATEGORY

A

	B
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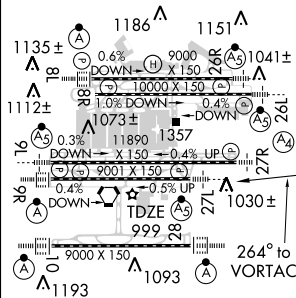
C

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D

ELEV 1026

**D**



HIRL all runways  
TDZ/CL Rwys 8L, 9R, 10, 26R,  
27L and 28

ATLANTA, GEORGIA

Amdt 4C 09295

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

33° 38' N-84° 26' W

VOR RWY 27L

**SE-4, 26 AUG 2010 to 23 SEP 2010**

SE-4. 26 AUG 2010 to 23 SEP 2010

## WHINZ ONE ARRIVAL (WHINZ.WHINZ1)

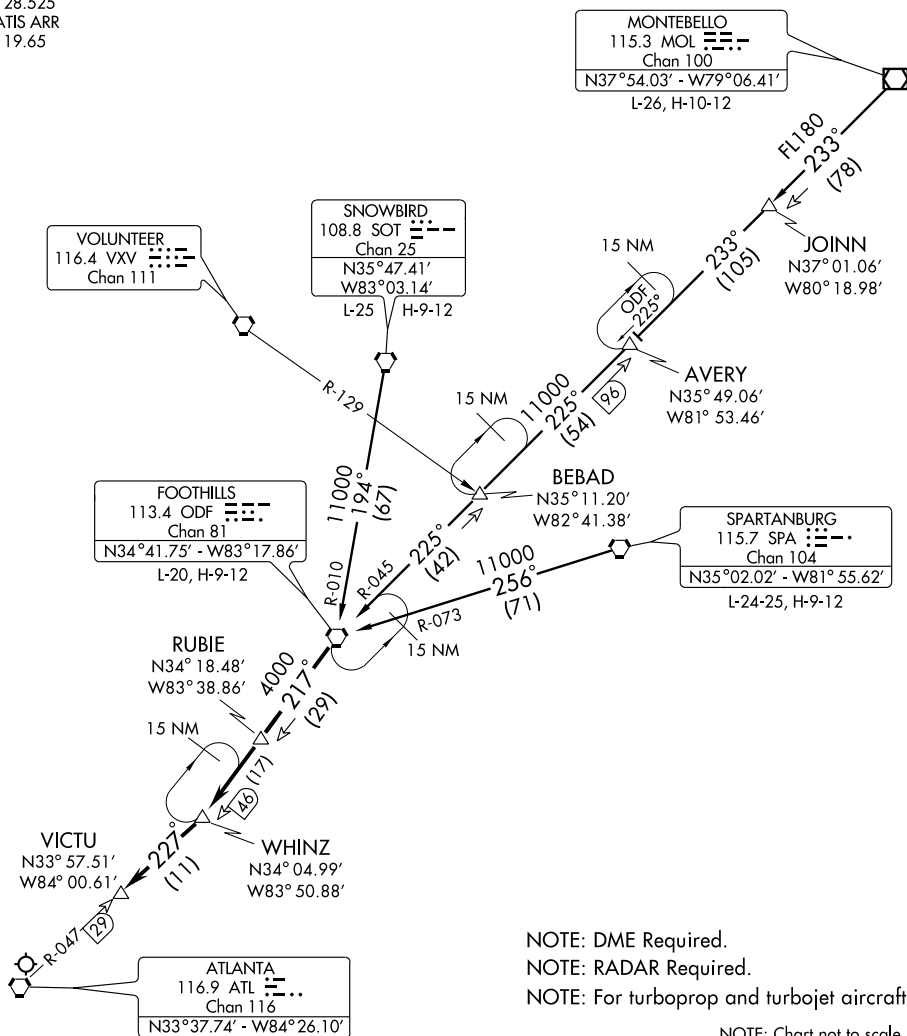
HARTSFIELD - JACKSON ATLANTA INTL  
ATLANTA, GEORGIA

ATLANTA APP CON

128.525

ATIS ARR

119.65



**MONTEBELLO TRANSITION (MOL.WHINZ1):** From over MOL VOR/DME via MOL R-233 and ODF R-045 to ODF VORTAC. Thence. . .

**SNOWBIRD TRANSITION (SOT.WHINZ1):** From over SOT VORTAC via SOT R-194 and ODF R-010 to ODF VORTAC. Thence. . .

**SPARTANBURG TRANSITION (SPA.WHINZ1):** From over SPA VORTAC via SPA R-256 and ODF R-073 to ODF VORTAC. Thence. . .

. . . From over ODF VORTAC via ODF R-217 to WHINZ. Then via ATL R-047 to VICTU. Expect radar vectors to final approach course after VICTU.

## WHINZ ONE ARRIVAL (WHINZ.WHINZ1)

ATLANTA, GEORGIA  
HARTSFIELD - JACKSON ATLANTA INTL

CONTINUED FROM PRECEDING PAGE

RADIO AIDS TO NAVIGATION: NOTAM FILE ATL.

ATLANTA (H) VORTAC 116.9 ATL Chan 116 N33°37.75' W84°26.11' at fld. 1000/00E.  
 REDAN NDB (MHW/LOM) 266 BR N33°38.72' W84°18.68' 267° 5.9 NM to fld.  
 ILS/DME 109.9 I-ATL Chan 36 RWY 08R.  
 ILS/DME 108.9 I-FUN Chan 26 RWY 09R. Class IIIE.  
 ILS/DME 110.5 I-HZK Chan 42 Rwy 09L. LOC unusable byd 25° N of centerline.  
 ILS/DME 108.7 I-BRU Chan 24 Rwy 26L. LOM REDAN NDB.  
 ILS/DME 108.5 I-FSQ Chan 22 Rwy 27L.  
 ILS/DME 111.3 I-AFA Chan 50 Rwy 27R. SHUTDOWN.  
 ILS/DME 109.3 I-HFW Chan 30 Rwy 08L. Class IIIE. LOM CATT A NDB. LOC unusable byd 30° right of centerline.  
 ILS/DME 110.1 I-GXZ Chan 38 Rwy 26R. Class IE. LOM REDAN NDB.  
 ILS/DME 111.55 I-OMO Chan 52(Y) Rwy 10. Class IIID. LOC unusable throughout Zone 5 due to structure at 0.67 NM.  
 ILS/DME 111.75 I-PKU Chan 54(Y) Rwy 28. Class IIIE.

COMM/NAV/WEATHER REMARKS: Be alert to rwy crossing clearances. Readback of all rwy holding instructions is required.

Dual VHF communications rqr for Simultaneous Close Parallel ILS PRM Approaches. Rwy 09L-27R and Rwy 09R-27L Monitor 132.55, Rwy 10-28 Monitor 133.425, Rwy 08L-26R and Rwy 08R-26L 126.9.

.....

HELIPAD H1: H52X52 (ASPH)

NEWNAN COWETA CO (CCO) 4 S UTC-5(-4DT) N33°18.69' W84°46.19'

ATLANTA

970 B S4 FUEL 100LL, JET A1 OX 4 NOTAM FILE CCO

H-9A, 12F, L-181, A

RWY 14-32: H5500X100 (ASPH) S-26, D-37 MIRL 0.7% up NW

IAP

RWY 14: PAPI(P2L)—GA 3.0° TCH 31'. Trees.

RWY 32: MALSR. PAPI(P2L)—GA 3.0° TCH 33'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1200-0100Z, Sat-Sun

1300-2300Z. Birds invof arpt. ACTIVATE MIRL Rwy 14-32, PAPI

Rwy 14 and Rwy 32 and MALSR Rwy 32—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.975 (770) 254-1617

COMMUNICATIONS: CTAF/UNICOM 122.7

® ATLANTA APP/DEP CON 119.8 CLNC DEL 119.8

GCO 121.725 (FLIGHT SERVICES)

RADIO AIDS TO NAVIGATION: NOTAM FILE MCN.

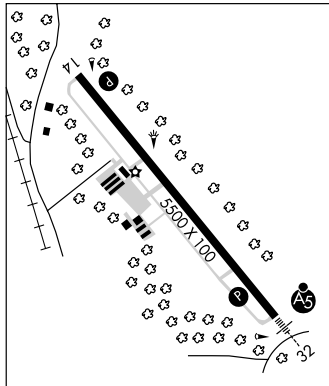
LAGRANGE (H) VORTAC 115.6 LGC Chan 103 N33°02.95'

W85°12.37' 053° 27 NM to fld. 790/01E. HIWAS.

COWETA CO NDB (MHW) 234 EQQ N33°15.42'

W84°42.80' 322° 4.3 NM to fld.

ILS 110.75 I-CCO Rwy 32. LOC only.



# (AWSON.AWSON1) 09183

## AWSON ONE ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA

ATLANTA APP CON  
126.975 239.275  
FULTON COUNTY ATIS  
120.175  
DEKALB PEACHTREE ATIS  
128.4  
DOBBINS ARB ATIS \*  
269.5

VOLUNTEER  
116.4 VVX  
Chan 111  
N35°54.29' - W83°53.68'  
L-25, H-9-12

SNOWBIRD  
108.8 SOT  
Chan 25  
N35°47.41' - W83°03.14'  
L-25, H-9-12

SUGARLOAF MOUNTAIN  
112.2 SUG  
Chan 59  
N35°24.39' - W82°16.12'  
L-25

CERAY  
N34°59.97' - W83°41.55'

HARRIS  
109.8 HRS  
Chan 35

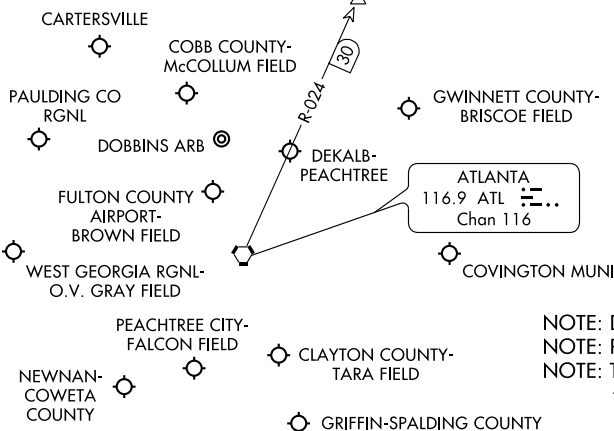
FOOTHILLS  
113.4 ODF  
Chan 81  
N34°41.75' - W83°17.86'  
L-25, H-9-12

AWSON  
N34°28.82' - W83°59.06'

DEHAN  
N34°19.00' - W84°04.30'  
**NAVIGATIONAL PLANNING INFORMATION**  
All aircraft expect clearance to cross at 8000'.

DLUTH  
N34°05.26' - W84°11.61'

ELECTRIC CITY  
108.6 ELW  
Chan 23



NOTE: DME Required.  
NOTE: RADAR required SOT transition.  
NOTE: This procedure applicable to turbojet and turboprop aircraft.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

# AWSON ONE ARRIVAL

## (AWSON.AWSON1) 09183

ATLANTA, GEORGIA

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010

## ARRIVAL DESCRIPTION

CERAY TRANSITION (CERAY.AWSON1): From over CERAY INT via ATL R-024 to AWSON INT. Thence. . . .

FOOTHILLS TRANSITION (ODF.AWSON1): From over ODF VORTAC via ODF R-249 to AWSON INT. Thence. . . .

SNOWBIRD TRANSITION (SOT.AWSON1): From over SOT VORTAC via SOT R-218 and ATL R-024 to AWSON INT. Thence. . . .

SUGARLOAF MOUNTAIN TRANSITION (SUG.AWSON1): From over SUG VORTAC via SUG R-253 and ATL R-024 to AWSON INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.AWSON1): From over VXV VORTAC via VXV R-173 and ATL R-024 to AWSON INT. Thence. . . .

. . . .From over AWSON INT via ATL R-024 to DLUTH INT. Expect radar vectors to final approach course after DEHAN INT.

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010

LOC I-CCO <b>110.75</b>	APP CRS <b>322°</b>	Rwy Idg TDZE Apt Elev	<b>5500</b> <b>952</b> <b>970</b>
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**LOC RWY 32**

ATLANTA/NEWNAN COWETA COUNTY (CCO)

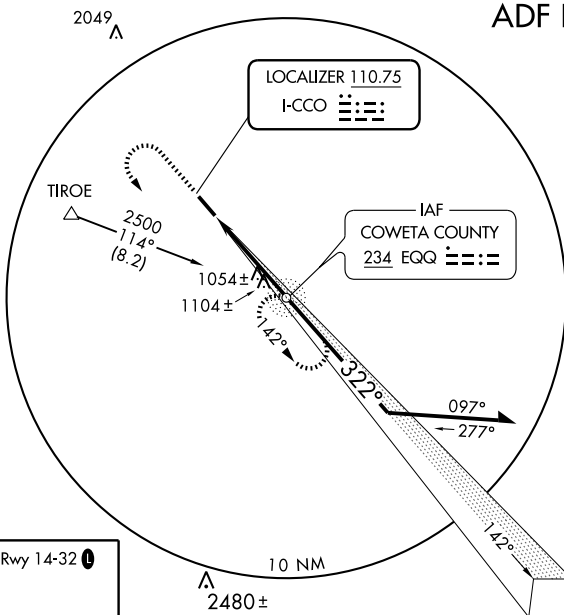
**▽** Inoperative table does not apply to S-32 Cats A, B, and C. For inoperative MALSR, increase S-32 Cat D visibility to 1¼ miles. ADF required. Visibility reduction by helicopters NA. When local altimeter setting not received, use Peachtree City-Falcon Field altimeter setting and increase all MDA 60 feet. Inoperative table does not apply to Cats A and B when using Peachtree City-Falcon Field altimeter setting. For inoperative MALSR when using Peachtree City-Falcon Field altimeter setting, increase S-32 Cat C visibility to 1¼ mile.

MALSR

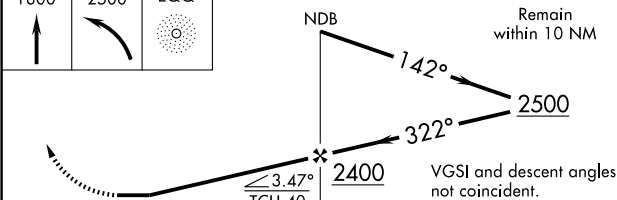
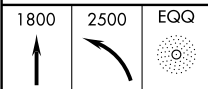
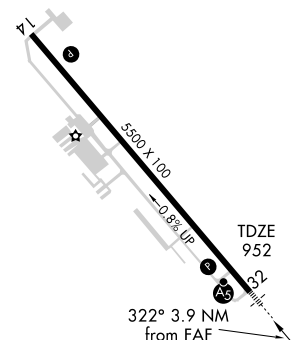


**MISSED APPROACH:**  
Climb to 1800 then climbing left turn to 2500 direct EQQ NDB and hold.

AWOS-3 <b>118.975</b>	ATLANTA APP CON <b>119.8 343.6</b>	GCO <b>121.725</b>	CLNC DEL <b>119.8</b>	UNICOM <b>122.7 (CTAF)</b>
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**ADF REQUIRED**

ELEV 970 • 1020	MIRL Rwy 14-32
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CATEGORY	A	B	C	D
S-32	1320-1 368 (400-1)			
CIRCLING	1420-1	450 (500-1)	1420-1½ 450 (500-1½)	1520-2 550 (600-2)

WAAS CH <b>70515</b> <b>W14A</b>	APP CRS <b>142°</b>	Rwy Idg TDZE Apt Elev	<b>5500</b> <b>970</b> <b>970</b>
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# RNAV (GPS) RWY 14

ATLANTA/NEWNAN COWETA COUNTY (CCO)

**⚠** Baro-VNAV NA when using Peachtree City-Falcon Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Peachtree City-Falcon Field altimeter setting and increase all DA 47 feet and all MDA 60 feet, and increase LPV all Cats and LNAV Cat D visibilities ¼ mile.

**MISSED APPROACH:**  
Climb to 3500 direct  
KACEL and hold.

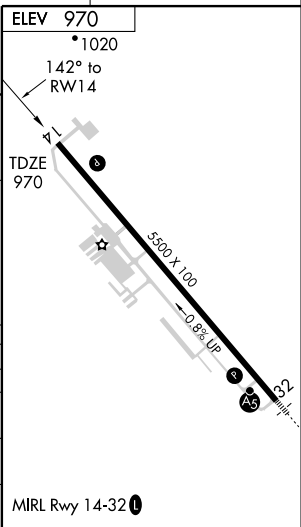
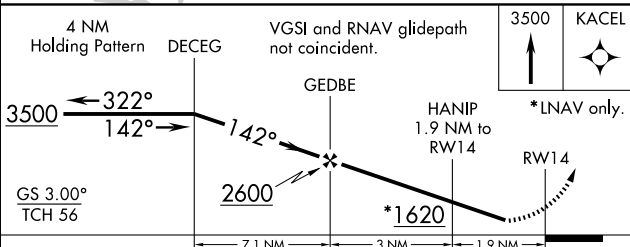
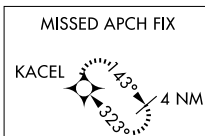
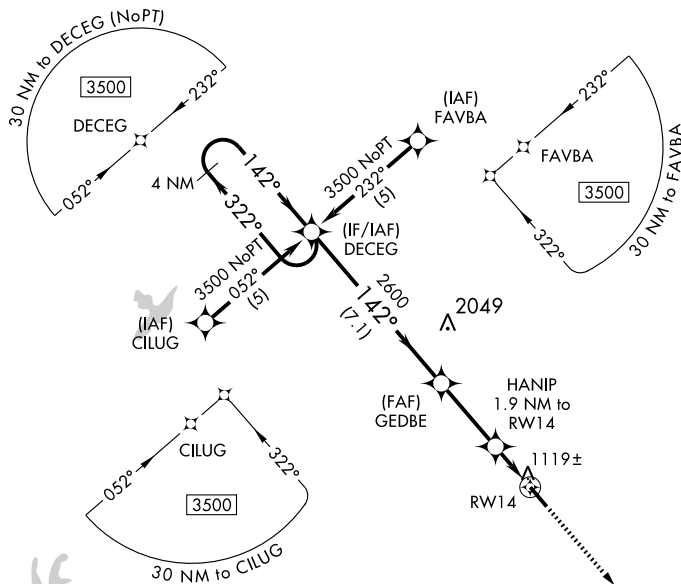
AWOS-3  
**118.975**

ATLANTA APP CON  
**119.8 343.6**

GCO  
**121.725**

CLNC DEL  
**119.8**

UNICOM  
**122.7 (CTAF) ①**



CATEGORY	A	B	C	D
LPV DA		1300-1	330 (400-1)	
LNAV/VNAV DA		1389-1½	419 (500-1½)	
LNAV MDA	1380-1	410 (500-1)	1380-1¼	410 (500-1¼)
CIRCLING	1420-1	450 (500-1)	1420-1½	1520-2
			450 (500-1½)	550 (600-2)



WAAS CH <b>77528</b> <b>W32A</b>	APP CRS <b>322°</b>	Rwy Idg TDZE Apt Elev	<b>5500</b> <b>952</b> <b>970</b>
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**RNAV (GPS) RWY 32**

ATLANTA/NEWNAN COWETA COUNTY (CCO)

**⚠** Baro-VNAV NA when using Peachtree City-Falcon Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F).  
**⚠** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Peachtree City-Falcon Field altimeter setting and increase all DA 47 feet and all MDA 60 feet. Inoperative table does not apply to LPV all Cats and LNAV Cats A and B. Inoperative table does not apply to LNAV Cats A and B when using Peachtree City-Falcon Field altimeter setting. For inoperative MALSR, increase LNAV/VNAV all Cats and LNAV Cats C and D visibilities to 1¼ mile. For inoperative MALSR when using Peachtree City-Falcon Field altimeter setting, increase LNAV Cat C visibility to 1¼ mile.

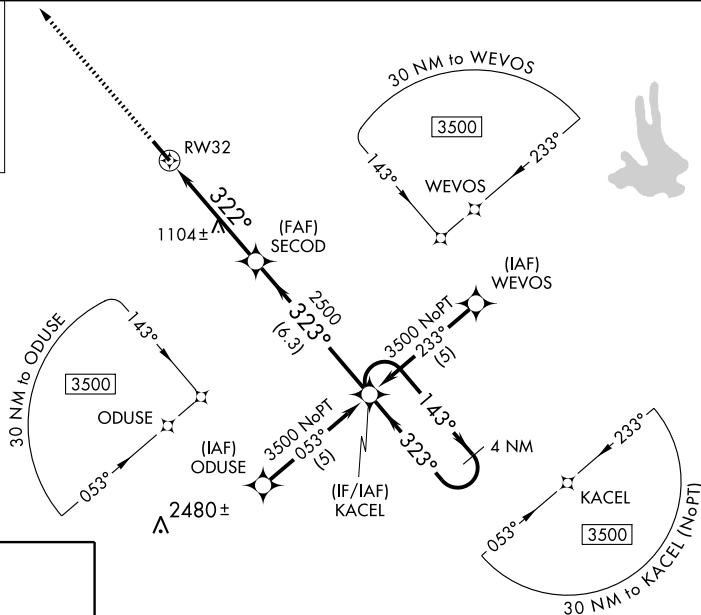
MALSR



**MISSED APPROACH:**  
Climb to 3500 direct  
DECEG and hold.

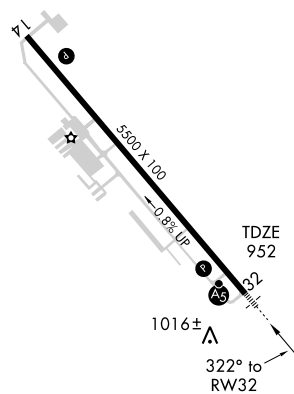
AWOS-3 <b>118.975</b>	ATLANTA APP CON <b>119.8 343.6</b>	GCO <b>121.725</b>	CLNC DEL <b>119.8</b>	UNICOM <b>122.7 (CTAF) ①</b>
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MISSED APCH FIX

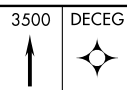
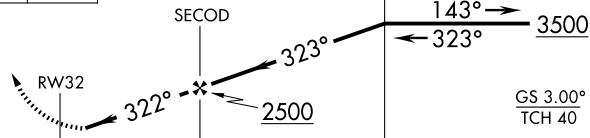


ELEV 970

•1020



MIRL Rwy 14-32 ①

VGSI and RNAV glidepath  
not coincident.4 NM  
Holding Pattern

CATEGORY	A	B	C	D
LPV DA		1242-1	290 (300-1)	
LNAV/VNAV DA		1286-1	334 (400-1)	
LNAV MDA		1360-1	408 (400-1)	
CIRCLING	1420-1	450 (500-1)	1420-1½ 450 (500-1½)	1520-2 550 (600-2)

ATLANTA, GEORGIA

Amdt 2 22OCT09

ATLANTA/NEWNAN COWETA COUNTY (CCO)

33°19'N-84°46'W

**RNAV (GPS) RWY 32**

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010

VORTAC LGC  
**115.6**  
Chan **103**

APP CRS  
0530

Rwy Idg	TDZE	Apt Elev
18L	100	100
18R	100	100
9	100	100
10	100	100
11	100	100
12	100	100
13	100	100
14	100	100
15	100	100
16	100	100
17	100	100
18	100	100
19	100	100
20	100	100
21	100	100
22	100	100
23	100	100
24	100	100
25	100	100
26	100	100
27	100	100
28	100	100
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31	100	100
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37	100	100
38	100	100
39	100	100
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45	100	100
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86	100	100
87	100	100
88	100	100
89	100	100
90	100	100
91	100	100
92	100	100
93	100	100
94	100	100
95	100	100
96	100	100
97	100	100
98	100	100
99	100	100
100	100	100

N/A  
N/A  
970

VOR/DME-A  
ATLANTA/NEWNAN COWETA COUNTY (CCO)

**T** When local altimeter setting not received, use Peachtree City-Falcon  
**A** Field altimeter setting and increase all MDA 60 feet.

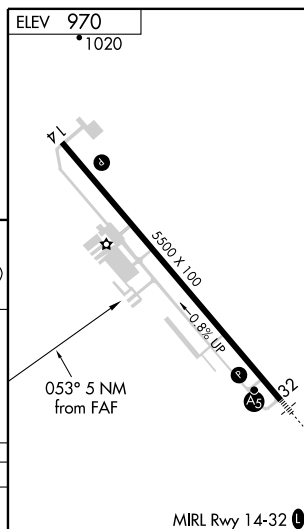
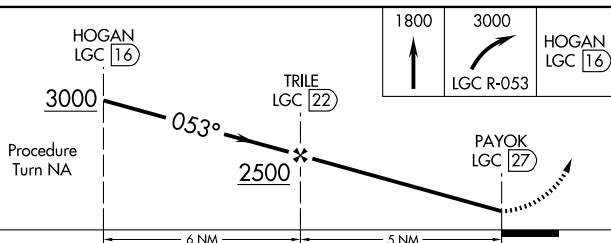
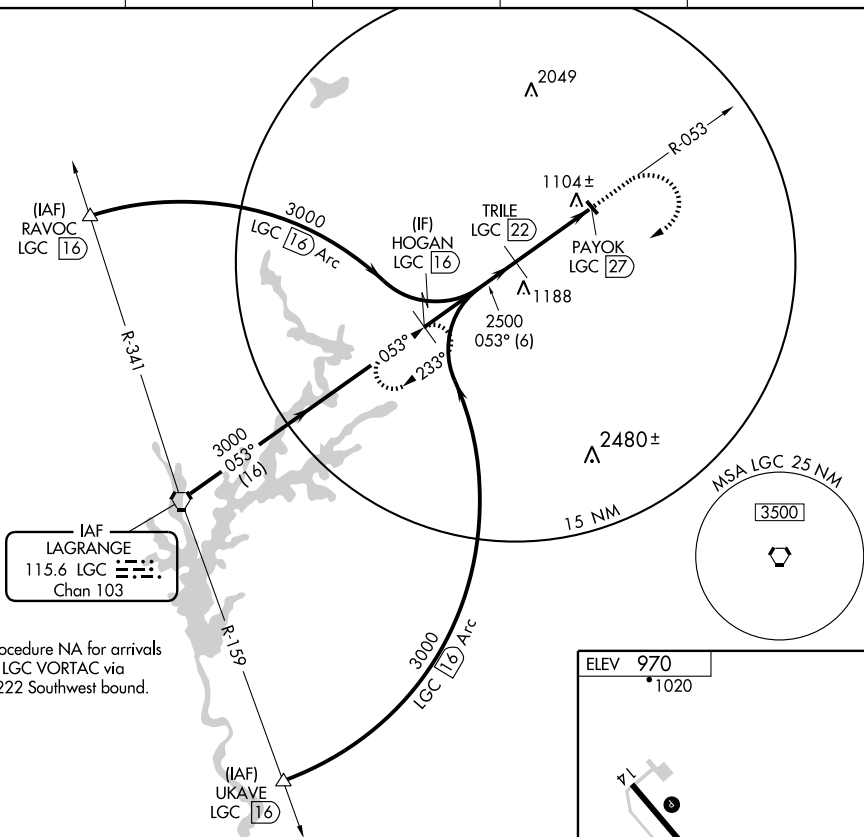
**MISSED APPROACH:** Climb to 1800 then climbing right turn to 3000 via LGC VORTAC R-053 to HOGAN 16 DME and hold.

AWOS-3  
118,975

ATLANTA APP CON  
119.8 343.6

GCO  
121,725

CLNC DE  
**119,8**

UNICOM  
122.7 (CTAF) **L**

CATEGORY	A	B	C	D
CIRCLING	1420-1 450 (500-1)	1420-1¼ 450 (500-1¼)	1420-1½ 450 (500-1½)	1520-2 550 (600-2)

MIRL Rwy 14-32 **L**

ATLANTA, GEORGIA  
Amdt 8 11MAR10

ATLANTA/ NEWNAN COWETA COUNTY (CCO)  
33°19'N-84°46'W VOR/DME-A

**PEACHTREE CITY—FALCON FLD** (FFC) 25 SW UTC-5(-4DT) N33°21.44' W84°34.31'

ATLANTA

808 B S4 FUEL 100LL, JET A+ OX 2 NOTAM FILE FFC

H-9A, 12F, L-18J, A

RWY 13-31: H5219X100 (ASPH) S-48, D-60 MIRL

IAP

RWY 13: REIL. PAPI (P4L)—GA 3.0°. Trees. Rgt tfc.

RWY 31: ODALS. PAPI (P4L)—GA 3.0°. Thld dspcd 200'. Trees.

AIRPORT REMARKS: Attended 1200-0100Z†. Deer on and invof arpt.

ARFF avbl on arpt. MIRL Rwy 13-31 preset on low ints

dusk-0300Z†; to increase ints and ACTIVATE after 0300Z†—CTAF. ACTIVATE ODALS Rwy 31; PAPI Rwy 13 and Rwy 31 and REIL Rwy 13—CTAF.

WEATHER DATA SOURCES: ASOS 118.525 (770) 487-1610.

COMMUNICATIONS: CTAF/UNICOM 123.05

Ⓡ ATLANTA APP/DEP CON 119.8 CLNC DEL 119.8

RADIO AIDS TO NAVIGATION: NOTAM FILE ATL.

ATLANTA (H) VORTAC 116.9 ATL Chan 116 N33°37.75'

W84°26.11' 203° 17.7 NM to fld. 1000/00E.

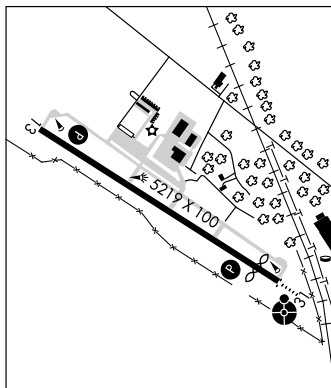
PECAT NDB (MHW/LOM) 316 FF N33°18.04' W84°29.19' 310°

5.5 NM to fld. NOTAM FILE MCN. NDB unmonitored

0200-1000Z†.

ILS/DME 111.95 I-FFC Chan 56(Y) Rwy 31. LOC only.

LOM PECAT NDB. LOC/DME unmonitored.

**AUGUSTA****AUGUSTA RGNL AT BUSH FLD** (AGS) 6 S UTC-5(-4DT) N33°22.20' W81°57.87'

CHARLOTTE

144 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 Class I, ARFF Index B

H-9B, 12F, L-24I

NOTAM FILE AGS

IAP, AD

RWY 17-35: H8000X150 (ASPH-GRVD) S-130, D-166, 2S-175, 2D-358 HIRL

RWY 17: MALSR. PAPI(P4L)—GA 3.0° TCH 71'. Tree.

RWY 35: MALSR. PAPI(P4L)—GA 3.0° TCH 72'. Trees.

RWY 08-26: H6001X75 (ASPH) S-52, D-71, 2S-90, 2D-126 MIRL

RWY 08: REIL. PAPI(P4L)—GA 3.0° TCH 64'. Trees.

RWY 26: REIL. PAPI(P4L)—TCH 64'. Trees.

AIRPORT REMARKS: Attended continuously. Birds on and invof arpt.

Seasonal heavy bird activity invof arpt November-March. PAPI Rwy

08, Rwy 17, Rwy 26 and Rwy 35 operate continuously. REIL Rwy

08 and Rwy 26, MIRL Rwy 08-26, and HIRL Rwy 17-35 operate

continuously when twr clsd. ACTIVATE MALSR Rwy 17 and Rwy

35—CTAF.

WEATHER DATA SOURCES: ASOS (706) 790-0631. LLWAS.

COMMUNICATIONS: CTAF 118.7 ATIS 132.75 UNICOM 122.95

Ⓡ AUGUSTA APP/DEP CON 126.8 (170°-349°) 119.15 (350°-169°) (1145-0400Z†)

Ⓡ ATLANTA CENTER APP/DEP CON 128.1 (0400-1145Z†)

AUGUSTA TOWER 118.7 (1145-0400Z†) GND CON 121.9

AIRSPACE: CLASS D svc 1145-0400Z† other times CLASS E.

TRSA svc etc APP CON

RADIO AIDS TO NAVIGATION: NOTAM FILE AND.

COLLIERS (H) VORTAC 113.9 IRQ Chan 86 N33°42.44' W82°09.72' 158° 22.5 NM to fld. 428/04W.

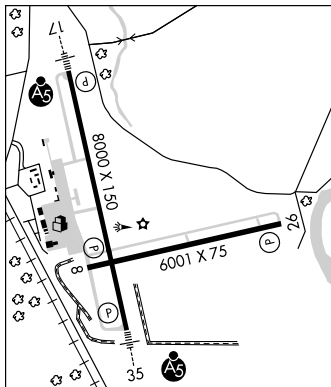
EMORY NDB (HW) 385 EMR N33°27.77' W81°59.81' 168° 5.8 NM to fld. NOTAM FILE MCN. Unmonitored when twr clsd.

BUSHE NDB (LOM) 233 AG N33°17.22' W81°56.81' 354° 5.1 NM to fld.

ILS 111.75 I-MZX Rwy 17. Class IB. ILS unmonitored when twr clsd.

ILS 110.5 I-AGS Rwy 35. Class IA. LOM BUSHE NDB. ILS unmonitored when twr clsd.

ASR (1145-0400Z†)



# (AWSON.AWSON1) 09183 AWSON ONE ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA

ATLANTA APP CON  
126.975 239.275  
FULTON COUNTY ATIS  
120.175  
DEKALB PEACHTREE ATIS  
128.4  
DOBBINS ARB ATIS \*  
269.5

VOLUNTEER  
116.4 VVX  
Chan 111  
N35°54.29' - W83°53.68'  
L-25, H-9-12

SNOWBIRD  
108.8 SOT  
Chan 25  
N35°47.41' - W83°03.14'  
L-25, H-9-12

SUGARLOAF MOUNTAIN  
112.2 SUG  
Chan 59  
N35°24.39' - W82°16.12'  
L-25

CERAY  
N34°59.97' - W83°41.55'

HARRIS  
109.8 HRS  
Chan 35

FOOTHILLS  
113.4 ODF  
Chan 81  
N34°41.75' - W83°17.86'  
L-25, H-9-12

AWSON  
N34°28.82' - W83°59.06'

DEHAN  
N34°19.00' - W84°04.30'  
**NAVIGATIONAL PLANNING INFORMATION**  
All aircraft expect clearance to cross at 8000'.

DLUTH  
N34°05.26' - W84°11.61'

ELECTRIC CITY  
108.6 ELW  
Chan 23

CARTERSVILLE  
PAULDING CO RGNL  
DOBBINS ARB  
FULTON COUNTY AIRPORT-BROWN FIELD  
WEST GEORGIA RGNL-O.V. GRAY FIELD  
PEACHTREE CITY-FALCON FIELD  
NEWMAN-COWETA COUNTY  
COBB COUNTY-McCOLLUM FIELD  
DEKALB-PEACHTREE  
CLAYTON COUNTY-TARA FIELD  
GWINNETT COUNTY-BRISCOE FIELD  
ATLANTA 116.9 ATL Chan 116  
COVINGTON MUNI  
GRIFFIN-SPALDING COUNTY

NOTE: DME Required.  
NOTE: RADAR required SOT transition.  
NOTE: This procedure applicable to turbojet and turboprop aircraft.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

# AWSON ONE ARRIVAL (AWSON.AWSON1) 09183

ATLANTA, GEORGIA

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010

## ARRIVAL DESCRIPTION

CERAY TRANSITION (CERAY.AWSON1): From over CERAY INT via ATL R-024 to AWSON INT. Thence. . . .

FOOTHILLS TRANSITION (ODF.AWSON1): From over ODF VORTAC via ODF R-249 to AWSON INT. Thence. . . .

SNOWBIRD TRANSITION (SOT.AWSON1): From over SOT VORTAC via SOT R-218 and ATL R-024 to AWSON INT. Thence. . . .

SUGARLOAF MOUNTAIN TRANSITION (SUG.AWSON1): From over SUG VORTAC via SUG R-253 and ATL R-024 to AWSON INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.AWSON1): From over VXV VORTAC via VXV R-173 and ATL R-024 to AWSON INT. Thence. . . .

. . . .From over AWSON INT via ATL R-024 to DLUTH INT. Expect radar vectors to final approach course after DEHAN INT.

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-FFC  
**111.95**  
Chan **56** (Y)

APP CRS  
**310°**

Rwy Idg	TDZE	Apt Elev
11L	100	100
11R	100	100
13L	100	100
13R	100	100
15L	100	100
15R	100	100
17L	100	100
17R	100	100
19L	100	100
19R	100	100
21L	100	100
21R	100	100
23L	100	100
23R	100	100
25L	100	100
25R	100	100
27L	100	100
27R	100	100
29L	100	100
29R	100	100
31L	100	100
31R	100	100
33L	100	100
33R	100	100
35L	100	100
35R	100	100
37L	100	100
37R	100	100
39L	100	100
39R	100	100
41L	100	100
41R	100	100
43L	100	100
43R	100	100
45L	100	100
45R	100	100
47L	100	100
47R	100	100
49L	100	100
49R	100	100
51L	100	100
51R	100	100
53L	100	100
53R	100	100
55L	100	100
55R	100	100
57L	100	100
57R	100	100
59L	100	100
59R	100	100
61L	100	100
61R	100	100
63L	100	100
63R	100	100
65L	100	100
65R	100	100
67L	100	100
67R	100	100
69L	100	100
69R	100	100
71L	100	100
71R	100	100
73L	100	100
73R	100	100
75L	100	100
75R	100	100
77L	100	100
77R	100	100
79L	100	100
79R	100	100
81L	100	100
81R	100	100
83L	100	100
83R	100	100
85L	100	100
85R	100	100
87L	100	100
87R	100	100
89L	100	100
89R	100	100
91L	100	100
91R	100	100
93L	100	100
93R	100	100
95L	100	100
95R	100	100
97L	100	100
97R	100	100
99L	100	100
99R	100	100
101L	100	100
101R	100	100
103L	100	100
103R	100	100
105L	100	100
105R	100	100
107L	100	100
107R	100	100
109L	100	100
109R	100	100
111L	100	100
111R	100	100
113L	100	100
113R	100	100
115L	100	100
115R	100	100
117L	100	100
117R	100	100
119L	100	100
119R	100	100
121L	100	100
121R	100	100
123L	100	100
123R	100	100
125L	100	100
125R	100	100
127L	100	100
127R	100	100
129		

5019  
808  
808

## ILS OR LOC RWY 31

ATLANTA/ PEACHTREE CITY-FALCON FIELD (FFC)

**NA** When local altimeter setting not received, use Newnan Coweta County altimeter setting and increase ILS DA to 1126 and all MDA 60 feet; Increase S-ILS all Cats. visibility  $\frac{1}{4}$  mile and Circling Cat. D visibility  $\frac{1}{4}$  mile; Increase AGEHO DME Minimums S-LOC Cats. C and D visibility  $\frac{1}{4}$  mile and Circling Cat. D  $\frac{1}{4}$  mile.

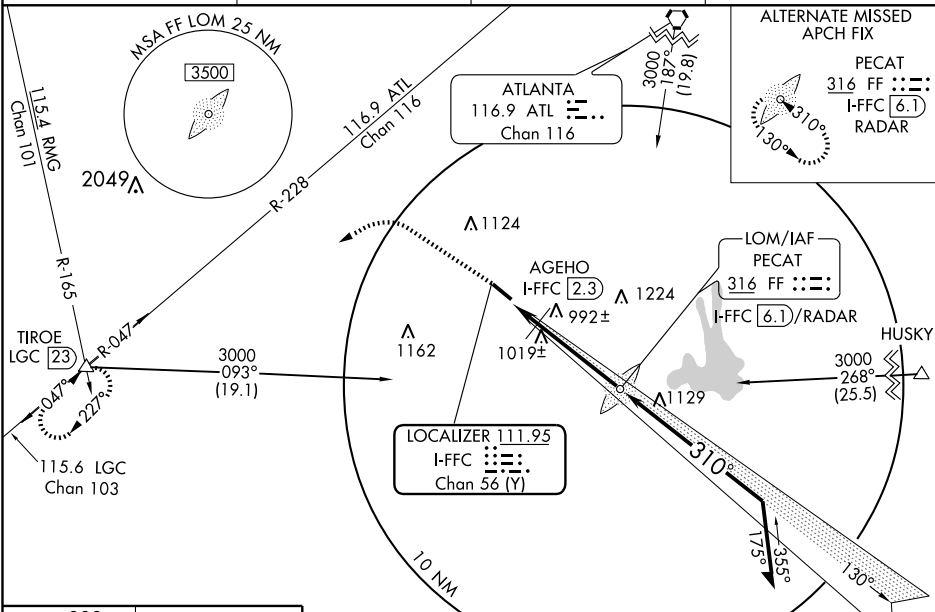
ODALS

**MISSED APPROACH:** Climb to 1700 then climbing left turn to 4000 via heading 275° and LGC VORTAC R-047 to TIROE INT/LGC 23 DME and hold.

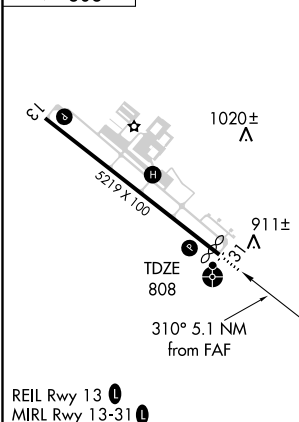
ASOS  
118,525

ATLANTA APP CON  
119.8 343.6

CLNC DEL  
**119.8**

UNICOM  
123.05 (CTAF) **L**

ELEV 808



REIL Rwy 13 **L**  
MIRL Rwy 13-31 **L**

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

1700 ↑	4000 ↙ HDG 275° LGC R-047 115.6	TIROE △
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LOM	VGSI and ILS glidepath not coincident	Remain within 10 NM
-----	---------------------------------------	---------------------

\* LOC Only. AGEHO I-FFC 2.3 310° 2500  
HFFC 1 1240\* 2500  
\* 1300 when using Newnan Coweta County altimeter setting. GS 3.00° TCH 38

CATEGORY	A	B	C	D
S-LS 31	1079-1		271 (300-1)	
S-LOC 31	1240-1	432 (500-1)	1240-1½ 432 (500-1½)	1240-1½ 432 (500-1½)
CIRCLING	1320-1	512 (600-1)	1320-1½ 512 (600-1½)	1440-2 632 (700-2)

## AGEHO FIX MINIMUMS

S-LOC 31	1180-1 372 (400-1)	1180-1¼ 372 (400-1¼)
CIRCLING	1320-1 512 (600-1)	1320-1½ 512 (600-1½)
		1440-2 632 (700-2)

ATLANTA, GEORGIA  
Orig 09071

ATLANTA/ PEACHTREE CITY-FALCON FIELD (FFC)  
33° 21'N-84° 34'W ILS OR LOC RWY 31

ILS OR LOC RWY 31

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4. 26 AUG 2010 to 23 SEP 2010

NDB FF <b>316</b>	APP CRS <b>310°</b>	Rwy Idg TDZE Apt Elev	<b>5019</b> <b>808</b> <b>808</b>
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**NDB RWY 31**

ATLANTA/ PEACHTREE CITY-FALCON FIELD (FFC)

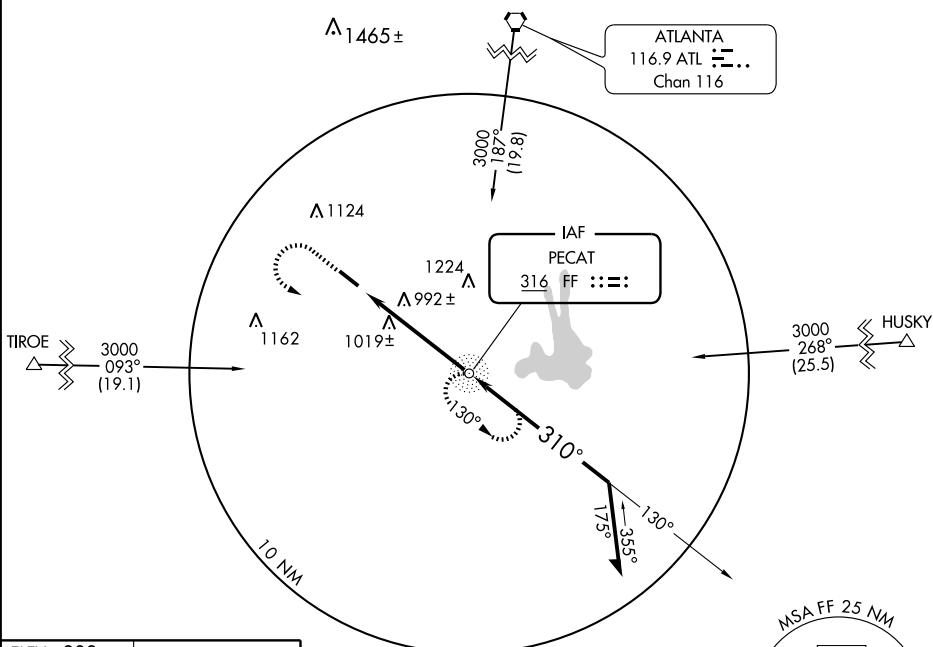


Inoperative table does not apply to CAT C.

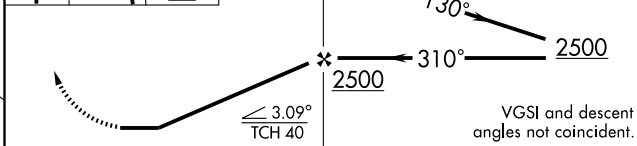
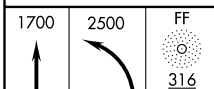
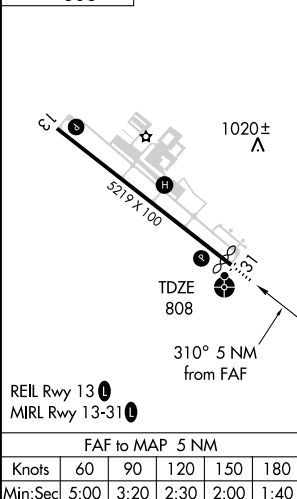
ODALS



MISSED APPROACH: Climb to 1700 then climbing left turn to 2500 direct PECAT NDB and hold.

ASOS  
**118.525**ATLANTA APP CON  
**119.8 343.6**CLNC DEL  
**119.8**UNICOM  
**123.05 (CTAF)**

ELEV 808



CATEGORY	A	B	C	D
S-31	1320-3/4 512 (600-3/4)		1320-1 1/2 512 (600-1 1/2)	1320-1 3/4 512 (600-1 3/4)
CIRCLING	1320-1 512 (600-1)		1320-1 1/2 512 (600-1 1/2)	1500-2 1/4 692 (700-2 1/4)

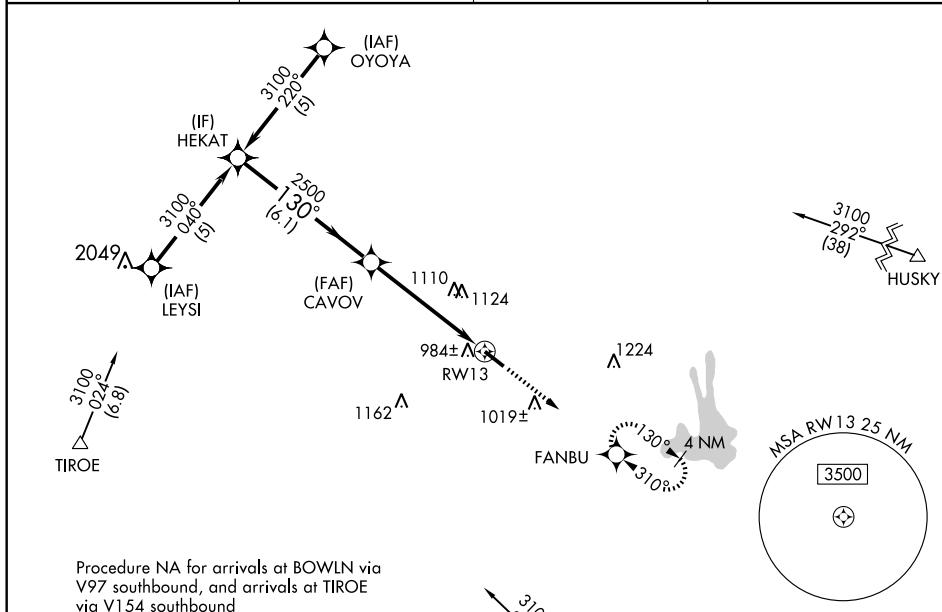
WAAS CH <b>61006</b> <b>W13A</b>	APP CRS <b>130°</b>	Rwy Idg TDZE Apt Elev	<b>5219</b> <b>797</b> <b>808</b>
--	------------------------	-----------------------------	---

## RNAV (GPS) RWY 13

ATLANTA/ PEACHTREE CITY-FALCON FIELD (F'FC)

<p>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. Baro-VNAV, VDP and LNAV/VNAV DA NA when using Newnan Coweta County altimeter setting. When local altimeter setting not received; use Newnan Coweta County altimeter setting and increase LPV DA to 1094, all MDAs 60 feet and LNAV and circling visibility Cats C and D ¼ mile.</p>	<p>MISSED APPROACH: Climb to 3100 direct FANBU and hold, continue climb-in-hold to 3100.</p>
---	--

ASOS <b>118.525</b>	ATLANTA APP CON <b>119.8 343.6</b>	CLNC DEL <b>119.8</b>	UNICOM <b>123.05 (CTAF) 0</b>
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Procedure	Turn NA	HEKAT	CAVOV	FANBU	ELEV 808
VGSI and RNAV glidepath not coincident.	3100	130°	2500	130° to RW13	TDZE 797
GS 3.00°	6.1 NM	3.5 NM	1.7 NM	*LNAV Only	1020± A
TCH 40					5219 X 100
CATEGORY	A	B	C	D	
LPV DA	1047-1	250 (300-1)			
LNAV/VNAV DA	1254-1¾	457 (500-1¾)			
LNAV MDA	1360-1 563 (600-1)	1360-1½ 563 (600-1½)	1360-1¾ 563 (600-1¾)		
CIRCLING	1360-1 552 (600-1)	1360-1½ 552 (600-1½)	1580-2½ 772 (800-2½)		
				REIL Rwy 13 0	MIRL Rwy 13-31 0





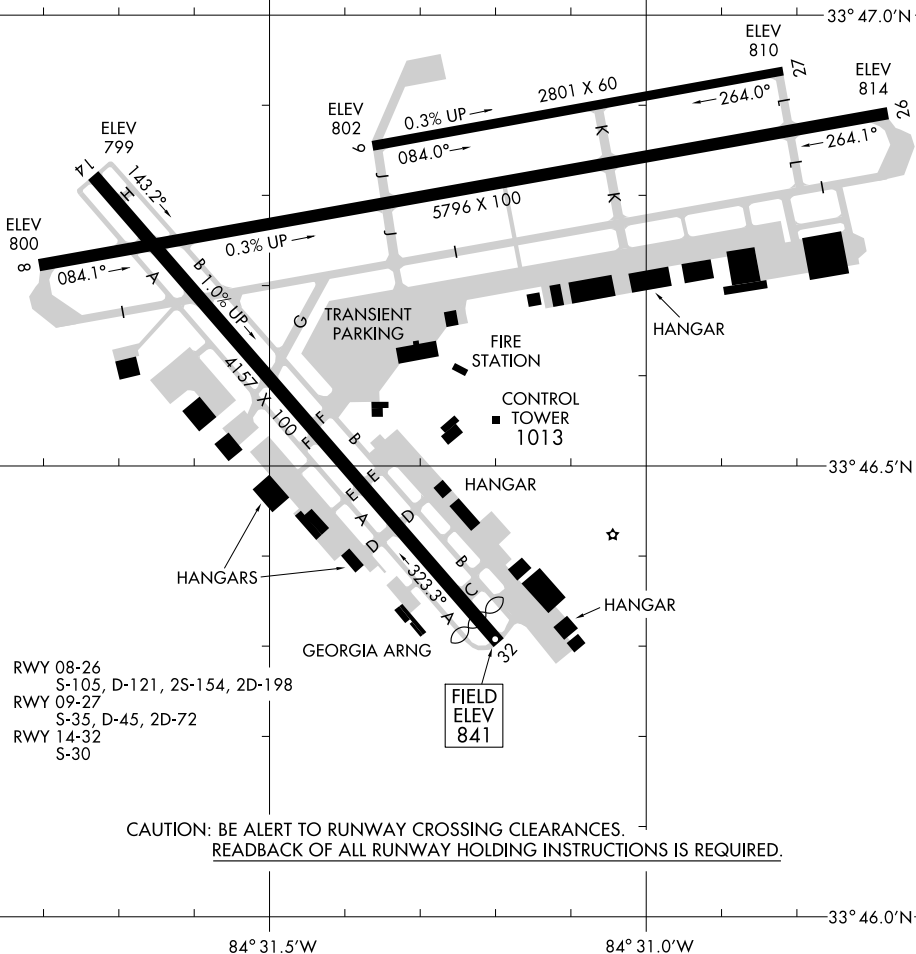
## AIRPORT DIAGRAM

ATLANTA/FULTON COUNTY AIRPORT-BROWN FIELD (F'TY)  
AL-745 (FAA)

ATLANTA, GEORGIA

ATIS  
120.175  
COUNTY TOWER  
118.45 257.8  
GND CON  
121.7 348.6

JANUARY 2010  
ANNUAL RATE OF CHANGE  
0.1° W



SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010

## AIRPORT DIAGRAM

ATLANTA, GEORGIA  
ATLANTA/FULTON COUNTY AIRPORT-BROWN FIELD (F'TY)

## FULTON CO ARPT—BROWN FLD

(FTY) 6 W UTC-5(-4DT) N33°46.75' W84°31.28'

ATLANTA

841 B S4 FUEL 100LL, JET A1+ OX 1, 2, 3, 4 LRA NOTAM FILE FTY

H-9A, 12F, L-18J, A

RWY 08-26: H5796X100 (ASPH-GRVD) S-105, D-121, 2S-154, 2D-198 HIRL 0.3% up E

IAP, AD

RWY 08: MALSR. Trees.

RWY 26: REIL. VASI(V4L)—GA 3.0° TCH 52'. Trees. Rgt tfc.

RWY 14-32: H4157X100 (ASPH) S-30 MIRL 1.0% up SE

RWY 14: REIL. PAPI(P2L)—GA 4.0° TCH 52'. Trees.

RWY 32: Thld displcd 199'. Trees.

RWY 09-27: H2801X60 (ASPH) S-35, D-45, 2D-72 0.3% up E

RWY 09: Trees. RWY 27: Trees. Rgt tfc.

**AIRPORT REMARKS:** Attended continuously. Rwy 32 has three lgtd twr on centerline 32 ft AGL (873 ft MSL) 650 ft from thld. Deer and other wildlife on and invof arpt. Flocks of birds on and invof arpt during dalgt hrs. Noise sensitive area all quadrants; no run ups authorized on any ramp. Flight Notification Service (ADCUS) avbl.

**WEATHER DATA SOURCES:** ASOS (404) 696-5660. LAWRS.

**COMMUNICATIONS:** ATIS 120.175 UNICOM 122.95

ATLANTA RCO 122.6 122.2 (MACON RADIO)

Ⓡ ATLANTA APP/DEP CON 121.0

COUNTY TOWER 118.45 GND CON 121.7

**AIRSPACE:** CLASS D svc continuous.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE PDK.

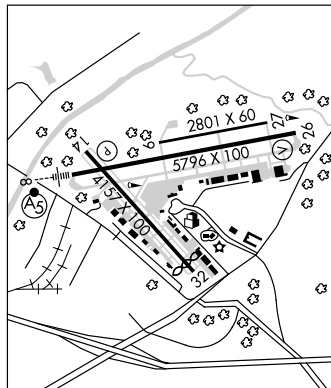
PEACHTREE (L) VOR/DME 116.6 PDK Chan 113 N33°52.54' W84°17.93' 245° 12.5 NM to fld. 970/02W.

FLANC NDB (MHW/LOM) 344 FT N33°45.74' W84°38.33' 082° 6 NM to fld. NOTAM FILE FTY.

NDB unusable byd 12 NM.

ILS 109.1 I-FTY Rwy 08. LOM FLANC NDB. LOC unusable byd 25° left of course. LOM/NDB unusable byd 12 NM.

**COMM/NAV/WEATHER REMARKS:** Emerg frequency 121.5 not avbl.



# (AWSON.AWSON1) 09183 AWSON ONE ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA

ATLANTA APP CON  
126.975 239.275  
FULTON COUNTY ATIS  
120.175  
DEKALB PEACHTREE ATIS  
128.4  
DOBBINS ARB ATIS \*  
269.5

VOLUNTEER  
116.4 VVX  
Chan 111  
N35°54.29' - W83°53.68'  
L-25, H-9-12

SNOWBIRD  
108.8 SOT  
Chan 25  
N35°47.41' - W83°03.14'  
L-25, H-9-12

SUGARLOAF MOUNTAIN  
112.2 SUG  
Chan 59  
N35°24.39' - W82°16.12'  
L-25

CERAY  
N34°59.97' - W83°41.55'

HARRIS  
109.8 HRS  
Chan 35

FOOTHILLS  
113.4 ODF  
Chan 81  
N34°41.75' - W83°17.86'  
L-25, H-9-12

AWSON  
N34°28.82' - W83°59.06'

DEHAN  
N34°19.00' - W84°04.30'  
**NAVIGATIONAL PLANNING INFORMATION**  
All aircraft expect clearance to cross at 8000'.

DLUTH  
N34°05.26' - W84°11.61'

ELECTRIC CITY  
108.6 ELW  
Chan 23

CARTERSVILLE  
PAULDING CO RGNL  
DOBBINS ARB  
FULTON COUNTY AIRPORT-BROWN FIELD  
WEST GEORGIA RGNL-O.V. GRAY FIELD  
PEACHTREE CITY-FALCON FIELD  
NEWMAN-COWETA COUNTY  
COBB COUNTY-McCOLLUM FIELD  
DEKALB-PEACHTREE  
CLAYTON COUNTY-TARA FIELD  
GWINNETT COUNTY-BRISCOE FIELD  
ATLANTA 116.9 ATL  
Chan 116  
COVINGTON MUNI  
GRIFFIN-SPALDING COUNTY

NOTE: DME Required.  
NOTE: RADAR required SOT transition.  
NOTE: This procedure applicable to turbojet and turboprop aircraft.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

# AWSON ONE ARRIVAL (AWSON.AWSON1) 09183

ATLANTA, GEORGIA

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010

## ARRIVAL DESCRIPTION

CERAY TRANSITION (CERAY.AWSON1): From over CERAY INT via ATL R-024 to AWSON INT. Thence. . . .

FOOTHILLS TRANSITION (ODF.AWSON1): From over ODF VORTAC via ODF R-249 to AWSON INT. Thence. . . .

SNOWBIRD TRANSITION (SOT.AWSON1): From over SOT VORTAC via SOT R-218 and ATL R-024 to AWSON INT. Thence. . . .

SUGARLOAF MOUNTAIN TRANSITION (SUG.AWSON1): From over SUG VORTAC via SUG R-253 and ATL R-024 to AWSON INT. Thence. . . .

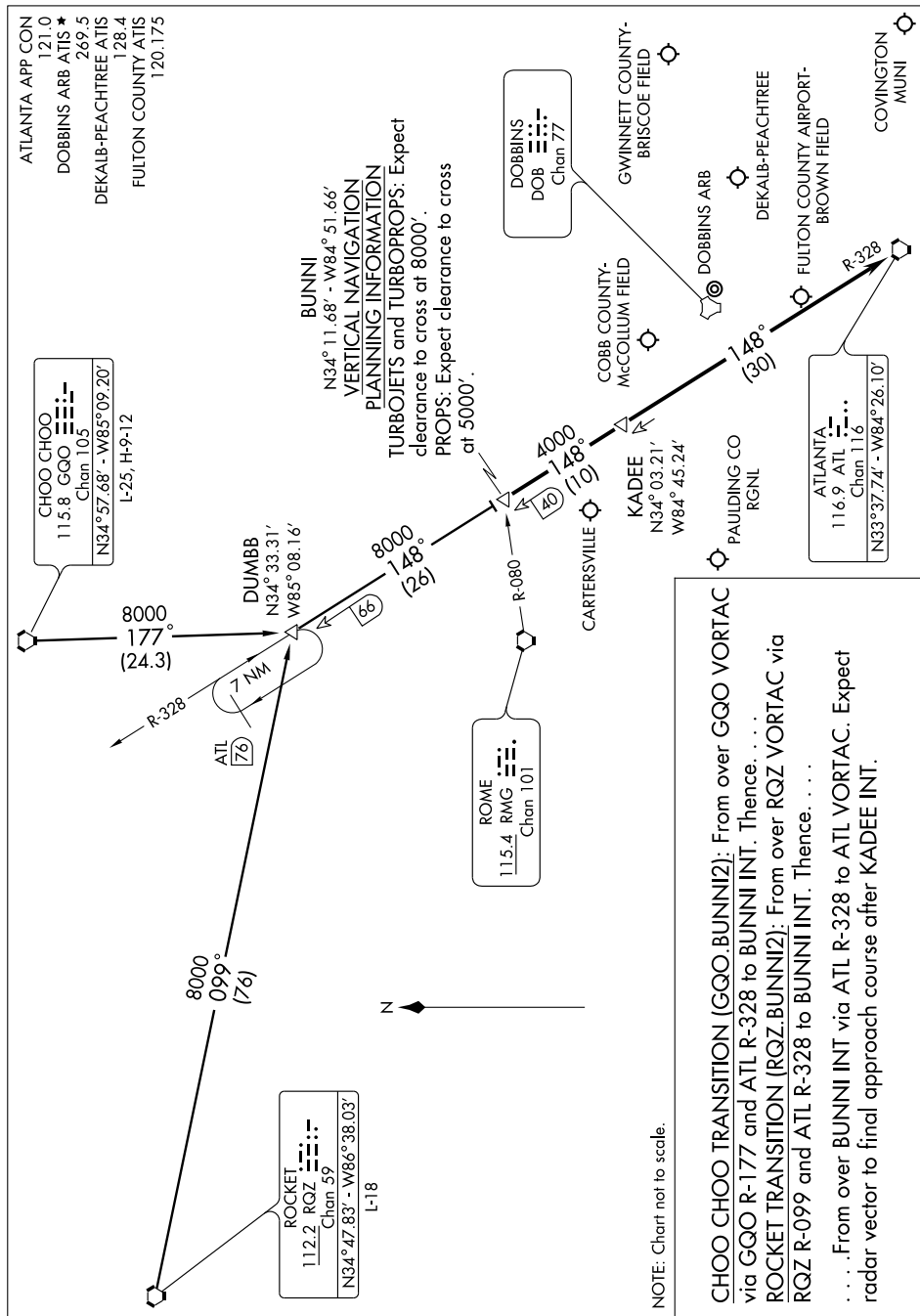
VOLUNTEER TRANSITION (VXV.AWSON1): From over VXV VORTAC via VXV R-173 and ATL R-024 to AWSON INT. Thence. . . .

. . . .From over AWSON INT via ATL R-024 to DLUTH INT. Expect radar vectors to final approach course after DEHAN INT.

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010



(DIFFI.DIFFI1) 10210

# DIFFI ONE ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA

ATLANTA APP CON  
119.8  
FULTON COUNTY ATIS  
120.175  
DEKALB-PEACHTREE ATIS  
128.4  
DOBBINS ARB ATIS \*  
269.5

ROME  
115.4 RMG  
Chan 101

CARTERSVILLE

CHEROKEE COUNTY

LEE GILMER  
MEMORIAL

COBB COUNTY-  
McCULLUM FIELD

DOBBINS  
DOB  
Chan 77

GWINNETT COUNTY-  
BRISCOE FIELD

PAULDING CO  
RGNL

DOBBINS  
ARB

DEKALB-  
PEACHTREE

DIFFI  
N33°48.86'  
W85°04.10'

TIINI  
N33°41.90'-W85°03.08'

## VERTICAL NAVIGATION PLANNING INFORMATION

Expect clearance to cross at 5000.

TEMPO  
N33°36.68'  
W85°02.32'

NANNC  
N33°23.32'  
W85°06.32'

NOTE: DME required from LGC VORTAC to TEMPO INT.  
NOTE: This procedure applicable to turboprop and  
turbojet aircraft operating at or above 7000.

BUUZZ

N33°16.66'-W85°08.30'

## VERTICAL NAVIGATION PLANNING INFORMATION

Turbojets expect clearance to cross at 11000.  
Turboprops expect clearance to cross BUUZZ at 7000.

LAGRANGE  
115.6 LGC  
Chan 103  
N33°02.95' - W85°12.37'  
L-18, H-9-12

## ARRIVAL ROUTE DESCRIPTION

From LGC VORTAC via R-013 to  
TEMPO INT, then via RMG VORTAC  
R-172 to DIFFI INT. Expect radar vectors.

NOTE: Chart not to scale.

# DIFFI ONE ARRIVAL

(DIFFI.DIFFI1) 10210

ATLANTA, GEORGIA

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010

LOC I-FTY	APP CRS	Rwy Idg	<b>5796</b>
<b><u>109.1</u></b>	<b>082°</b>	TDZE	<b>808</b>
		Apt Elev	<b>841</b>

ILS RWY 8  
ATLANTA/ FULTON COUNTY AIRPORT-BROWN FIELD (FTY)

For inoperative MALS, increase S-LOC 8 Cat A visibility to 1 mile.

**ADF REQUIRED**

**NOTE:** Ridge with trees, to 1299 feet MSL between outer marker and runway threshold may be obscured by clouds even with airfield ceiling at or above procedure minimums.

MALSR



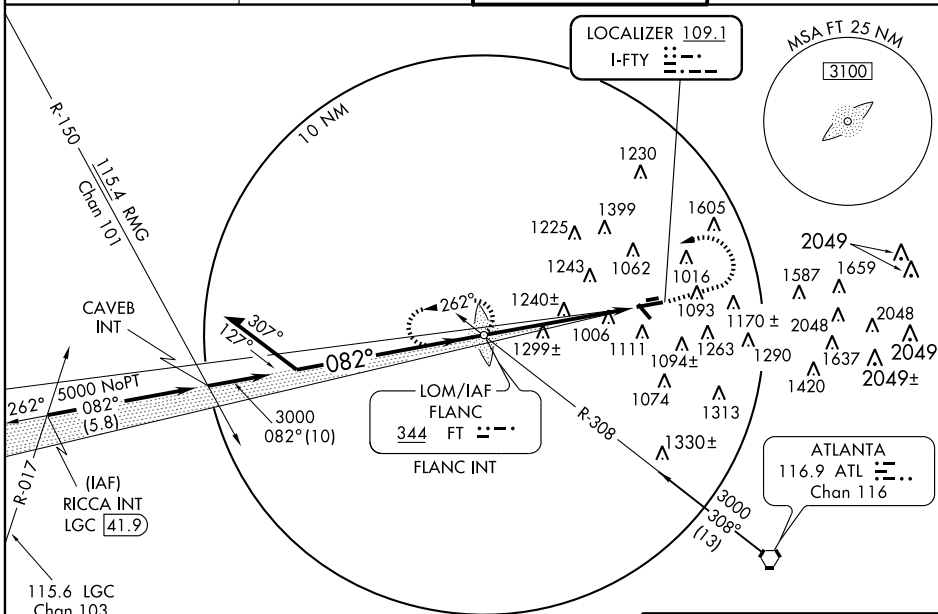
**MISSED APPROACH:** Climb to 1800 then climbing left turn to 3000 direct FLANC LOM/Int and hold.

ATIS  
**120.175**

ATLANTA APP CON  
121.0 268.7

COUNTY TOWER  
118.45 257.8

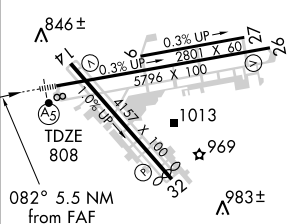
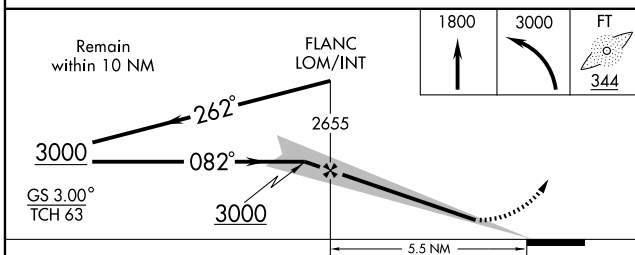
GND CON	
121.7	348.6



**SE-4, 26 AUG 2010 to 23 SEP 2010**

SE-4. 26 AUG 2010 to 23 SEP 2010

ELEV 841



CATEGORY	A	B	C	D
S-ILS 8	1078- <sup>3</sup> / <sub>4</sub> 270 (300- <sup>3</sup> / <sub>4</sub> )			
S-LOC 8	1560- <sup>3</sup> / <sub>4</sub> 752 (800- <sup>3</sup> / <sub>4</sub> )		1560-1 <sup>3</sup> / <sub>4</sub> 752 (800-1 <sup>3</sup> / <sub>4</sub> )	1560-2 752 (800-2)
CIRCLING	1560-1 719 (800-1)	1560-1 <sup>1</sup> / <sub>4</sub> 719 (800-1 <sup>1</sup> / <sub>4</sub> )	1560-2 <sup>1</sup> / <sub>4</sub> 719 (800-2 <sup>1</sup> / <sub>4</sub> )	1580-2 <sup>1</sup> / <sub>2</sub> 739 (800-2 <sup>1</sup> / <sub>2</sub> )

HIRL Rwy 8-26  
MIRL Rwy 14-32  
REIL Rwy 14 and 26

FAF to MAP 5.5 NM

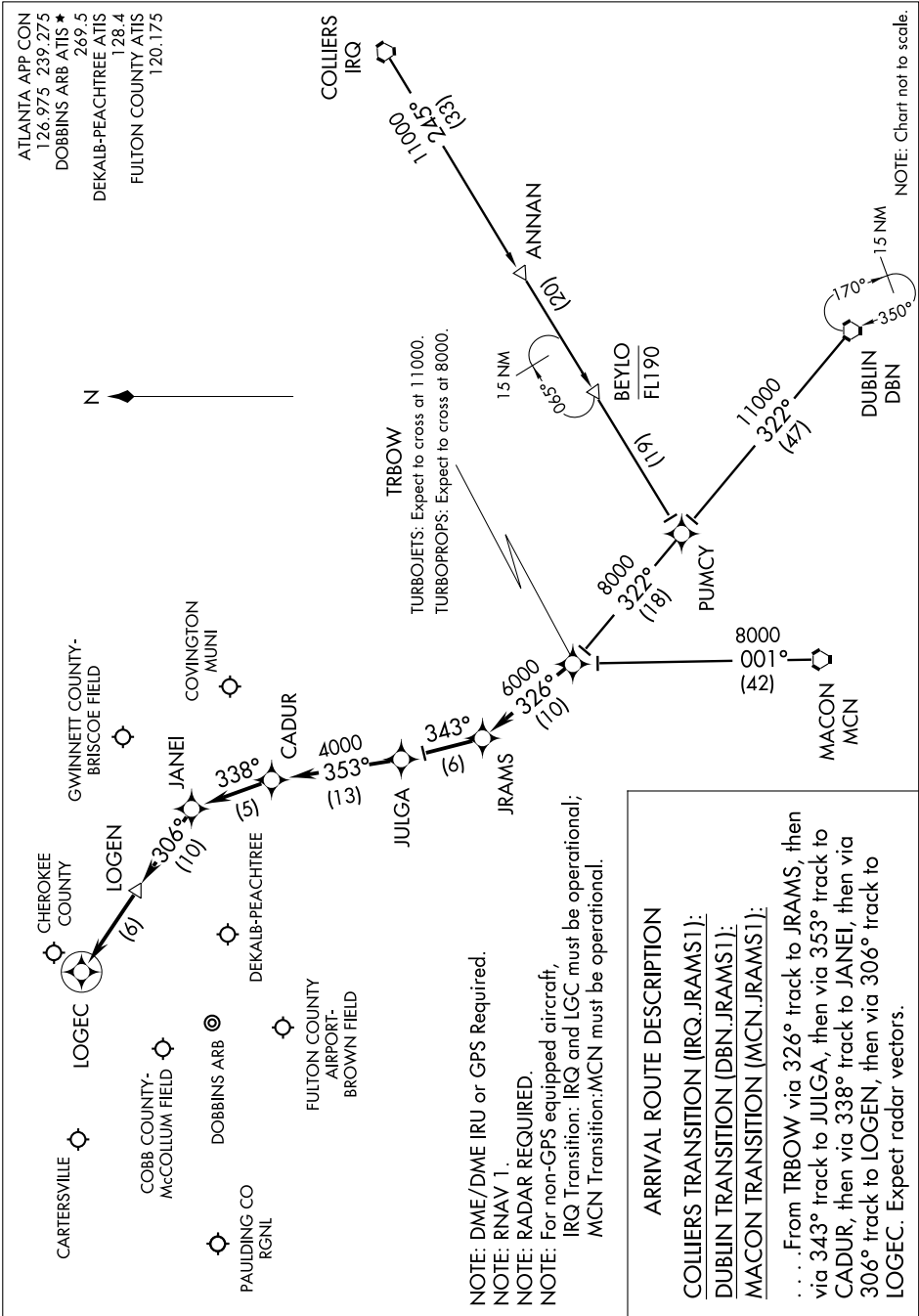
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

ATLANTA, GEORGIA  
Amdt 16 09239

ATLANTA/ FULTON COUNTY AIRPORT-BROWN FIELD (F'TY)  
33°47'N-84°31'W **ILS D/W 8**

ILS RWY 8





SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010

ATLANTA APP CON

119.8

FULTON COUNTY ATIS

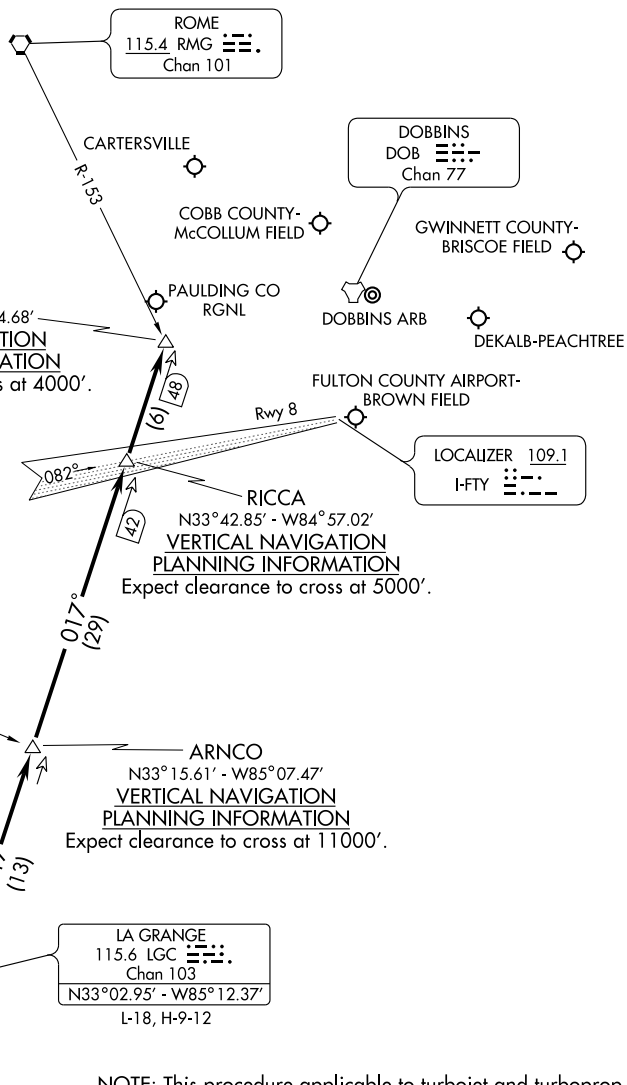
120.175

DEKALB-PEACHTREE ATIS

128.4

DOBBINS ARB ATIS \*

269.5



NOTE: Chart not to scale.

From over LGC VORTAC via the LGC R-017 to MIKEE INT. Expect radar vectors to final approach course after MIKEE INT.

LOM FT <b>344</b>	APP CRS <b>082°</b>	Rwy Idg TDZE Apt Elev	<b>5796</b> <b>808</b> <b>841</b>
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**NDB RWY 8**

ATLANTA / FULTON COUNTY AIRPORT-BROWN FIELD (FTY)

**▼** Circling NA at night. Visibility reduction by helicopters NA.  
**▲** When local altimeter setting not received, use Hartsfield Jackson Atlanta Intl altimeter setting and increase all MDA 60 feet, increase S-8 Cat. C and D and Circling Cat. C and D visibility ¼ mile. Inoperative table does not apply.



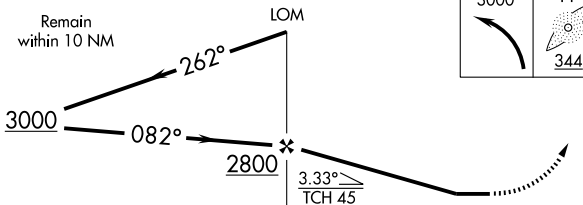
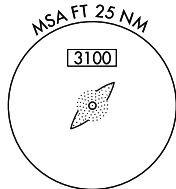
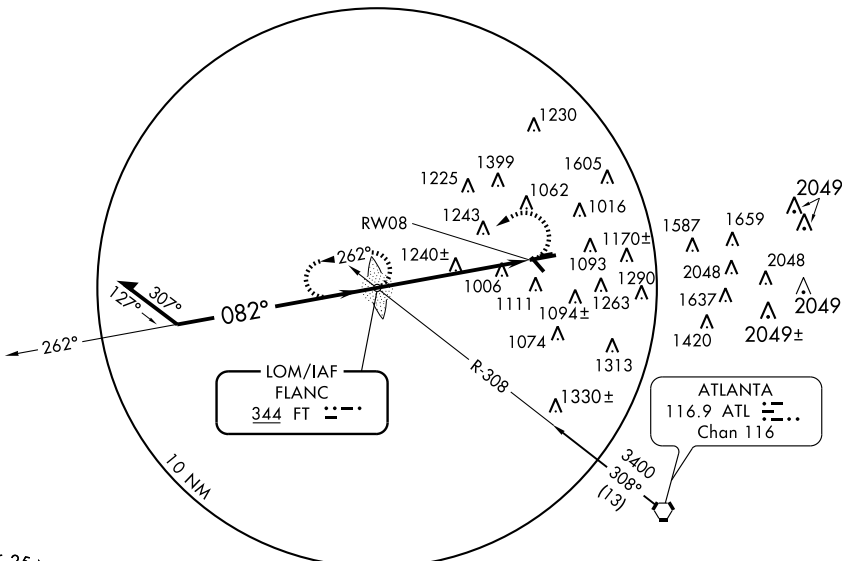
**MISSED APPROACH:**  
 Climbing left turn to 3000  
 direct FT LOM and hold.

ATIS  
**120.175**

ATLANTA APP CON  
**121.0 268.7**

COUNTY TOWER  
**118.45 257.8**

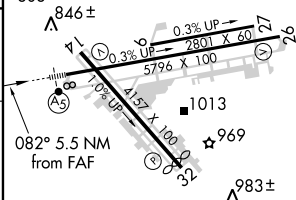
GND CON  
**121.7 348.6**



ELEV 841

TDZE

808



HIRL Rwy 8-26  
 MIRL Rwy 14-32  
 REIL Rwy 14 and 26

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

APP CRS	Rwy Idg	5796
262°	TDZE	814
	Apt Elev	841

## RNAV (GPS) RWY 26

ATLANTA/ FULTON COUNTY AIRPORT-BROWN FIELD (FTY)

**T** If local altimeter setting not received, use Hartsfield Jackson Atlanta Intl altimeter setting and increase all MDAs 60 feet.  
**A** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

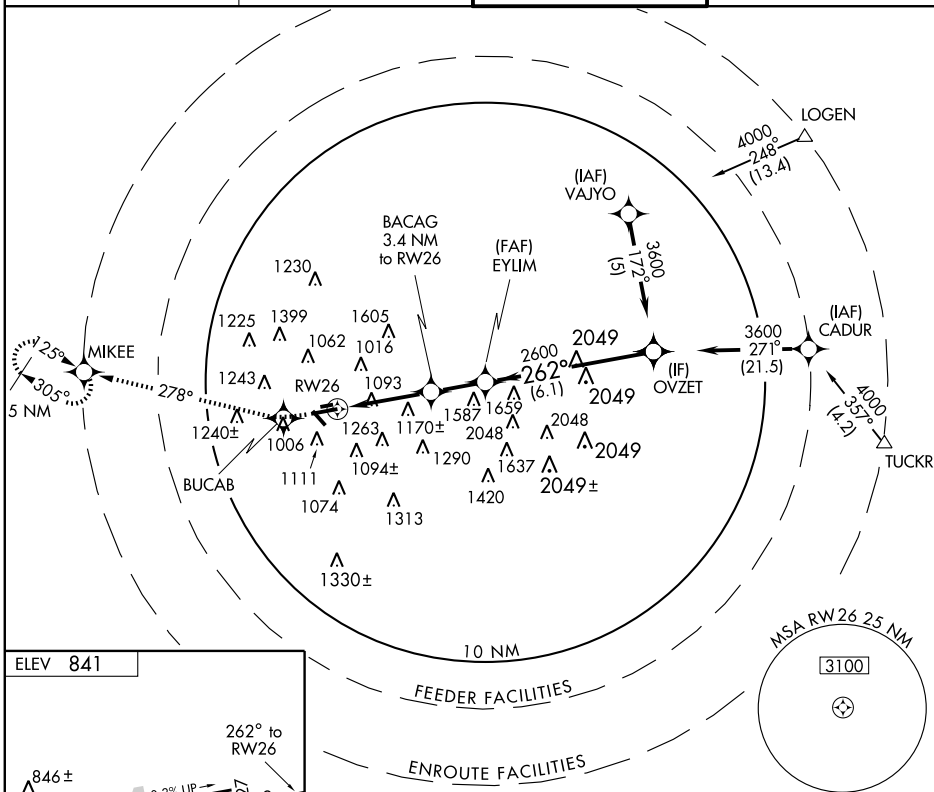
**MISSED APPROACH:** Climb to 4000  
direct BUCAB and via 278° track to  
MIKEE and hold.

ATIS  
120.175

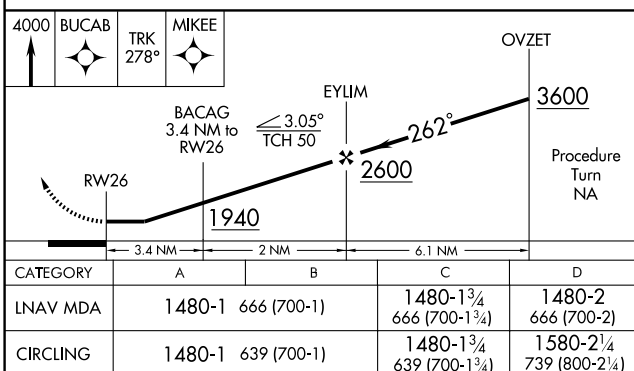
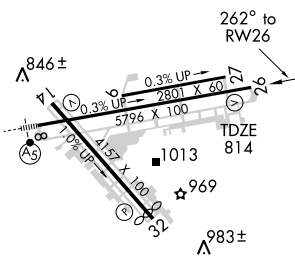
ATLANTA APP CON  
121.0 268.7

COUNTY TOWER  
118.45 257.8

GND CON  
121.7 348.6



ELEV 841



REIL Rwy 14 and 26  
MIRL Rwy 14-32  
HIRL Rwy 8-26

ATLANTA, GEORGIA  
Orig 09239

ATLANTA/ FULTON COUNTY AIRPORT-BROWN FIELD (FTY)  
33°47'N-84°31'W **PNNAV (GPS) PNAV 26**

RNAV (GPS) RWY 26

SE-4. 26 AUG 2010 to 23 SEP 2010

WAAS CH <b>65804</b> <b>W08A</b>	APP CRS <b>082°</b>	Rwy Idg TDZE Apt Elev	<b>5796</b> <b>808</b> <b>841</b>
--	------------------------	-----------------------------	---

## RNAV (GPS) Y RWY 8

ATLANTA/ FULTON COUNTY AIRPORT-BROWN FIELD (FTY)



For inoperative MALSRS, increase LPV all Cats visibility to  $\frac{1}{2}$ . If local altimeter setting not received, use Hartsfield Jackson Atlanta Intl altimeter setting and increase all DAs/MDAs 60 feet. Inoperative table does not apply to LNAV Cats A and B. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MALSRS



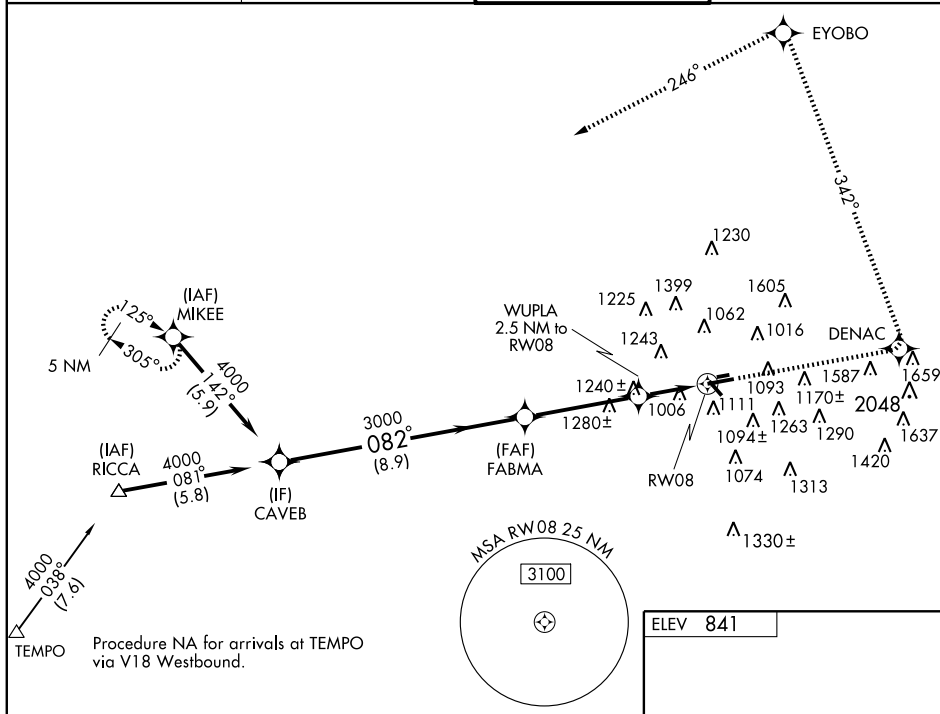
MISSED APPROACH: Climb to 4000 direct DENAC and left turn via 342° track to EYOBO and left turn via 246° track to MIKEE and hold.

ATIS  
**120.175**

ATLANTA APP CON  
**121.0 268.7**

COUNTY TOWER  
**118.45 257.8**

GND CON  
**121.7 348.6**



Procedure NA for arrivals at TEMPO via V18 Westbound.

Procedure

Turn

NA

CAVEB

4000

DENAC

EYOBO

MIKEE

4000

3000

FABMA

WUPLA

2.5 NM to RWY 8

RWY 8

GS 3.00°

TCH 50

8.9 NM

4.1 NM

2.5 NM

CATEGORY

A

B

C

D

LPV DA

1235-1

427 (400-1)

LNAV MDA

1500-1

692 (700-1)

1500-1½

692 (700-1½)

1500-1¾

692 (700-1¾)

CIRCLING

1500-1

659 (700-1)

1500-2

659 (700-2)

1580-2¼

739 (800-2¼)

HIRL Rwy 8-26

MIRL Rwy 14-32

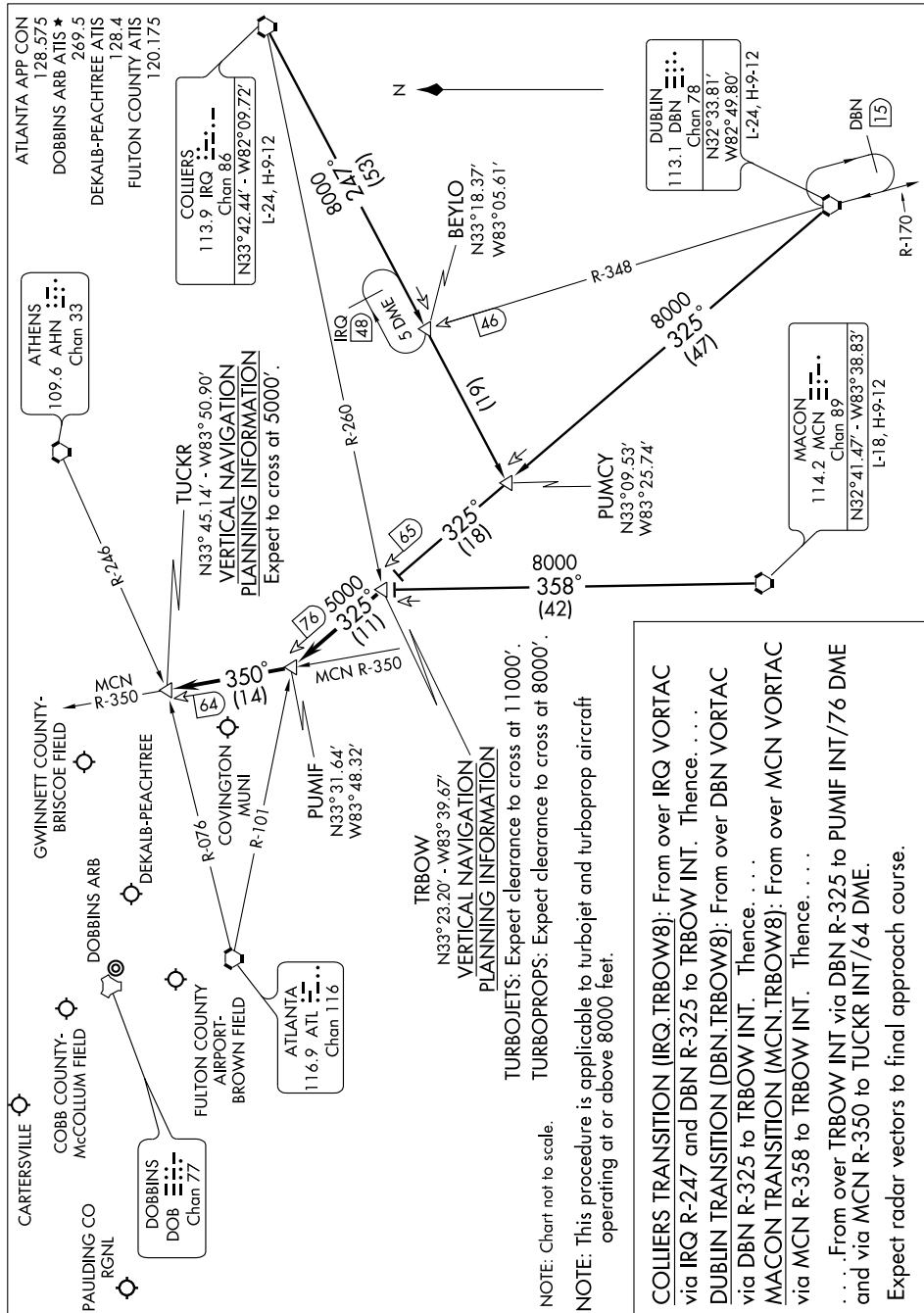
REIL Rwy 14 and 26



## TRBOW EIGHT ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA



SE-4, 26 AUG 2010 to 23 SEP 2010

ATLANTA, GEORGIA

VOR/DME PDK  
**116.6**  
Chan **113**

APP CRS  
**245°**

Rwy Idg  
TDZE  
Apt Elev

**N/A**  
**N/A**  
**841**

ATLANTA/ FULTON COUNTY AIRPORT-BROWN FIELD (FTY)

**VOR-A**



ADF or RADAR REQUIRED

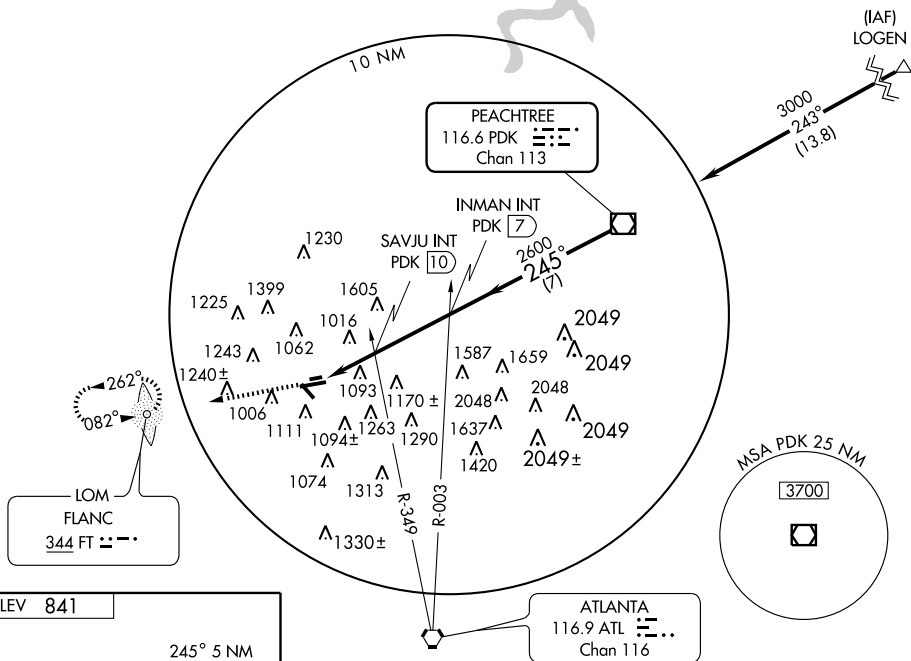
MISSED APPROACH: Climb to 3000  
direct FLNC LOM and hold.

ATIS  
**120.175**

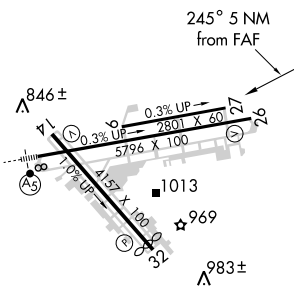
ATLANTA APP CON  
**121.0 268.7**

COUNTY TOWER  
**118.45 257.8**

GND CON  
**121.7 348.6**



ELEV **841**



HIRL Rwy 8-26  
MIRL Rwy 14-32  
REIL Rws 14 and 26

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

ATLANTA, GEORGIA  
Orig 09239

3000		FT		VOR/DME	
		344		3000	
		PDK 12		245°	
		SAVJU INT PDK 10		Procedure Turn NA	
		INMAN INT PDK 7			
		1880			
		2600			
		2 NM		7 NM	
CATEGORY	A	B	C	D	
CIRCLING	1880-1¼ 1039 (1100-1¼)	1880-1½ 1039 (1100-1½)	1880-3	1039 (1100-3)	
SAVJU FIX MINIMUMS					
CIRCLING	1460-1	619 (700-1)	1520-2 679 (700-2)	1580-2¼ 739 (800-2¼)	

ATLANTA/ FULTON COUNTY AIRPORT-BROWN FIELD (FTY)  
33° 47' N-84° 31' W

**VOR-A**

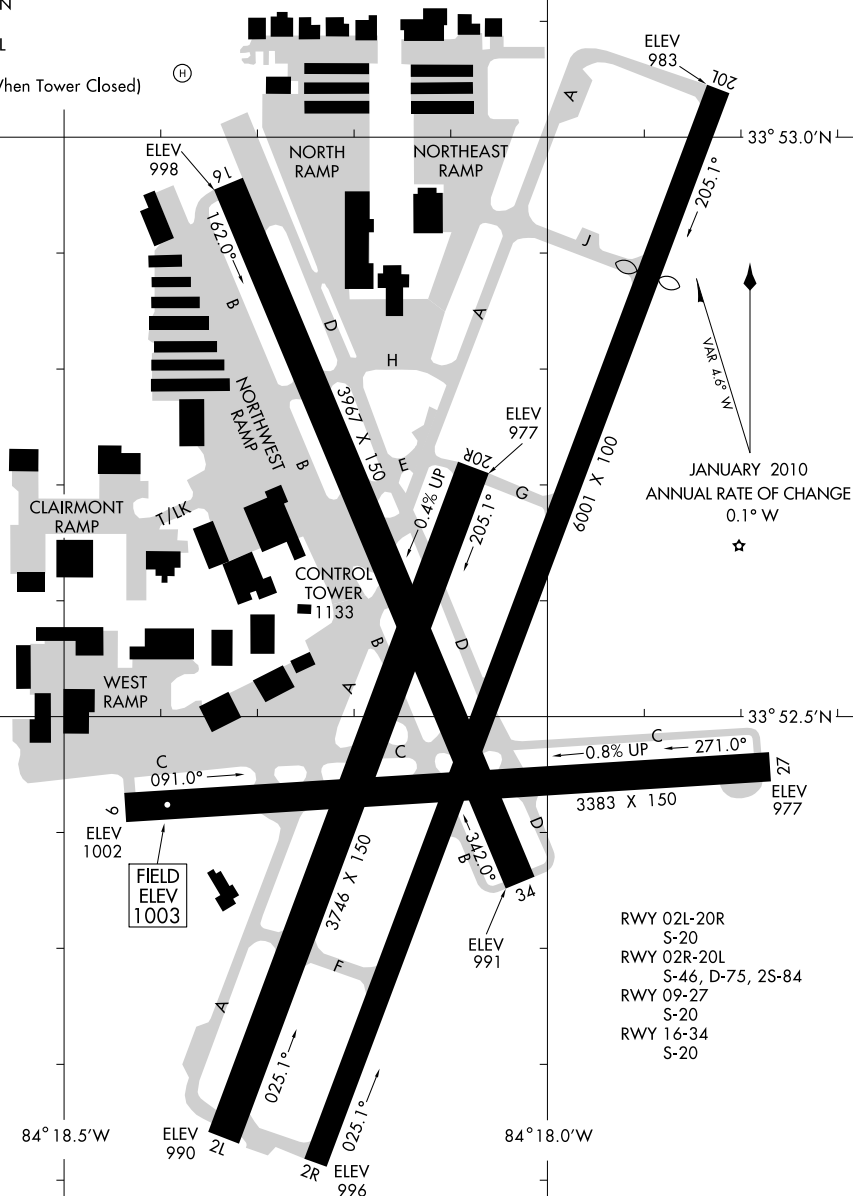


# AIRPORT DIAGRAM

AL-469 (FAA)

ATLANTA/DEKALB-PEACHTREE (PDK)  
ATLANTA, GEORGIA

ATIS 128.4  
PEACHTREE TOWER ★  
120.9 281.5  
GND CON  
121.6  
CLNC DEL  
125.2  
120.9 (When Tower Closed)



JANUARY 2010  
ANNUAL RATE OF CHANGE  
0.1° W  
★

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

# AIRPORT DIAGRAM

ATLANTA, GEORGIA  
ATLANTA/DEKALB-PEACHTREE (PDK)

10210

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010

**DEKALB—PEACHTREE**

(PDK) 8 NE UTC-5(-4DT) N33°52.54' W84°18.12'

ATLANTA

1003 B S4 FUEL 100, JET A OX 1, 2, 3, 4 TPA—See Remarks LRA

H-9A, 12F, L-18J, A

NOTAM FILE PDK

IAP, AD

RWY 02R-20L: H6001X100 (CONC-GRVD) S-46, D-75, 2S-84  
HIRL

RWY 02R: REIL. VASI(V4L)—GA 3.0° TCH 35'. Trees. Rgt tfc.

RWY 20L: MALSF. PAPI(P2R). Thld dsplcd 1000'. Trees.

RWY 16-34: H3967X150 (ASPH) S-20 MIRL

RWY 16: REIL. VASI(V4L)—GA 3.4° TCH 30'. Trees.

RWY 34: REIL. VASI(V4L)—GA 3.3° TCH 39'. Trees.

RWY 02L-20R: H3746X150 (ASPH) S-20 MIRL 0.4% up S

RWY 02L: PAPI(P2L). P-line.

RWY 20R: PAPI(P2L). Trees. Rgt tfc.

RWY 09-27: H3383X150 (ASPH) S-20 HIRL 0.8% up W

RWY 09: REIL. VASI(V4R)—GA 3.4° TCH 28'. Trees.

RWY 27: REIL. VASI(V4L)—GA 3.8° TCH 49'. Trees.

**AIRPORT REMARKS:** Attended continuously. Pilots should be alert when opr at PDK due to high number of rwy incursions. Be alert during acft gnd ops. Multiple rwy/twy crossing rqr. Heavy helicopter ops NW corner of arpt. Helipad located north of Rwy 16 thld. Flocks of birds on or near arpt during dalgt hrs. TPA—2003 (1000) single engine, 2503 (1500) all multi engine. PPR for acft with max gross weight more than 75,000 pounds. PPR for all transient military acft. All Twy K is non-movement area. Voluntary ngt curfew in effect from 0400-1100Z†. No high power engine/maintenance runups from 0300-1200Z†. Noise sensitive area all quadrants; pilots use close-in dep procedures. ARFF on fld, no index. When twr clsd HIRL Rwy 02R-20L preset med ints; to increase ints and ACTIVATE MALSF Rwy 20L and twy lgts—120.0. Flight Notification Service (ADCUS) available.

**WEATHER DATA SOURCES:** ASOS (770) 457-1691. LAWRS.**COMMUNICATIONS:** CTAF 120.9 ATIS 128.4 UNICOM 122.95

PEACHTREE RCO 122.1R 116.6T (MACON RADIO)

ATLANTA APP/DEP CON 126.975 CLNC DEL 120.9

PEACHTREE TOWER 120.9 127.2 (Mon-Fri 1130-0400Z† Sat-Sun 1200-0400Z†) GND CON 121.6

CLNC DEL 125.2

**AIRSPACE:** CLASS D svc Mon-Fri 1130-0400Z†, Sat-Sun 1200-0400Z† other times CLASS E.**RADIO AIDS TO NAVIGATION:** NOTAM FILE PDK.

PEACHTREE (L) VOR/DME 116.6 PDK Chan 113 N33°52.54' W84°17.93' at fld. 970/02W.

ILS 111.1 I-PDK Rwy 20L. GS unusable byd 4° left of course and 8° right of course. GS unusable for coupled apchs blo 1900'.

**HELIPAD H1:** H56X56 (CONC)**HELIPORT REMARKS:** H1 perimeter lgts opr dusk-dawn.

# (AWSON.AWSON1) 09183 AWSON ONE ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA

ATLANTA APP CON  
126.975 239.275  
FULTON COUNTY ATIS  
120.175  
DEKALB PEACHTREE ATIS  
128.4  
DOBBINS ARB ATIS \*  
269.5

VOLUNTEER  
116.4 VVX  
Chan 111  
N35°54.29' - W83°53.68'  
L-25, H-9-12

SNOWBIRD  
108.8 SOT  
Chan 25  
N35°47.41' - W83°03.14'  
L-25, H-9-12

SUGARLOAF MOUNTAIN  
112.2 SUG  
Chan 59  
N35°24.39' - W82°16.12'  
L-25

CERAY  
N34°59.97' - W83°41.55'

HARRIS  
109.8 HRS  
Chan 35

FOOTHILLS  
113.4 ODF  
Chan 81  
N34°41.75' - W83°17.86'  
L-25, H-9-12

AWSON  
N34°28.82' - W83°59.06'

DEHAN  
N34°19.00' - W84°04.30'  
**NAVIGATIONAL PLANNING INFORMATION**  
All aircraft expect clearance to cross at 8000'.

DLUTH  
N34°05.26' - W84°11.61'

ELECTRIC CITY  
108.6 ELW  
Chan 23

CARTERSVILLE  
PAULDING CO RGNL  
DOBBINS ARB  
FULTON COUNTY AIRPORT-BROWN FIELD  
WEST GEORGIA RGNL-O.V. GRAY FIELD  
PEACHTREE CITY-FALCON FIELD  
NEWMAN-COWETA COUNTY  
COBB COUNTY-McCOLLUM FIELD  
DEKALB-PEACHTREE  
CLAYTON COUNTY-TARA FIELD  
GWINNETT COUNTY-BRISCOE FIELD  
ATLANTA 116.9 ATL  
Chan 116  
COVINGTON MUNI  
GRIFFIN-SPALDING COUNTY

NOTE: DME Required.  
NOTE: RADAR required SOT transition.  
NOTE: This procedure applicable to turbojet and turboprop aircraft.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

# AWSON ONE ARRIVAL (AWSON.AWSON1) 09183

ATLANTA, GEORGIA

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010

## ARRIVAL DESCRIPTION

CERAY TRANSITION (CERAY.AWSON1): From over CERAY INT via ATL R-024 to AWSON INT. Thence. . . .

FOOTHILLS TRANSITION (ODF.AWSON1): From over ODF VORTAC via ODF R-249 to AWSON INT. Thence. . . .

SNOWBIRD TRANSITION (SOT.AWSON1): From over SOT VORTAC via SOT R-218 and ATL R-024 to AWSON INT. Thence. . . .

SUGARLOAF MOUNTAIN TRANSITION (SUG.AWSON1): From over SUG VORTAC via SUG R-253 and ATL R-024 to AWSON INT. Thence. . . .

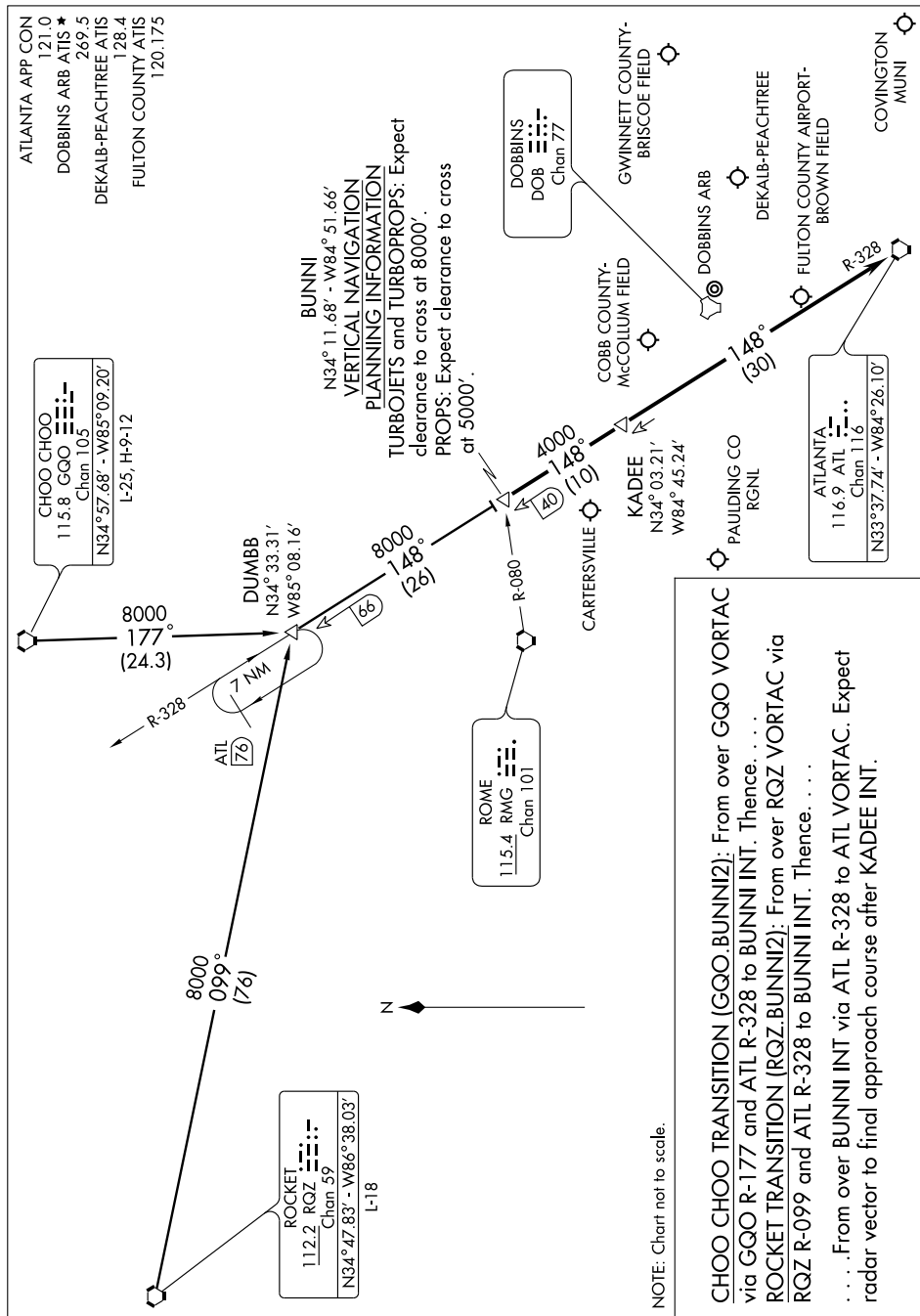
VOLUNTEER TRANSITION (VXV.AWSON1): From over VXV VORTAC via VXV R-173 and ATL R-024 to AWSON INT. Thence. . . .

. . . .From over AWSON INT via ATL R-024 to DLUTH INT. Expect radar vectors to final approach course after DEHAN INT.

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010



(DIFFI.DIFFI1) 10210

# DIFFI ONE ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA

ATLANTA APP CON  
119.8  
FULTON COUNTY ATIS  
120.175  
DEKALB-PEACHTREE ATIS  
128.4  
DOBBINS ARB ATIS \*  
269.5

ROME  
115.4 RMG  
Chan 101

CARTERSVILLE

CHEROKEE COUNTY

LEE GILMER  
MEMORIAL

COBB COUNTY-  
McCULLUM FIELD

DOBBINS  
DOB  
Chan 77

GWINNETT COUNTY-  
BRISCOE FIELD

PAULDING CO  
RGNL

DOBBINS  
ARB

DEKALB-  
PEACHTREE

DIFFI  
N33°48.86'  
W85°04.10'

TIINI  
N33°41.90'-W85°03.08'

## VERTICAL NAVIGATION PLANNING INFORMATION

Expect clearance to cross at 5000.

TEMPO  
N33°36.68'  
W85°02.32'

NANNC  
N33°23.32'  
W85°06.32'

NOTE: DME required from LGC VORTAC to TEMPO INT.  
NOTE: This procedure applicable to turboprop and  
turbojet aircraft operating at or above 7000.

BUUZZ

N33°16.66'-W85°08.30'

## VERTICAL NAVIGATION PLANNING INFORMATION

Turbojets expect clearance to cross at 11000.  
Turboprops expect clearance to cross BUUZZ at 7000.

LAGRANGE  
115.6 LGC  
Chan 103  
N33°02.95' - W85°12.37'  
L-18, H-9-12

## ARRIVAL ROUTE DESCRIPTION

From LGC VORTAC via R-013 to  
TEMPO INT, then via RMG VORTAC  
R-172 to DIFFI INT. Expect radar vectors.

NOTE: Chart not to scale.

# DIFFI ONE ARRIVAL

(DIFFI.DIFFI1) 10210

ATLANTA, GEORGIA

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010

LOC I-PDK <b><u>111.1</u></b>	APP CRS <b>203°</b>	Rwy Idg <b>5001</b> TDZE <b>991</b> Apt Elev <b>1002</b>
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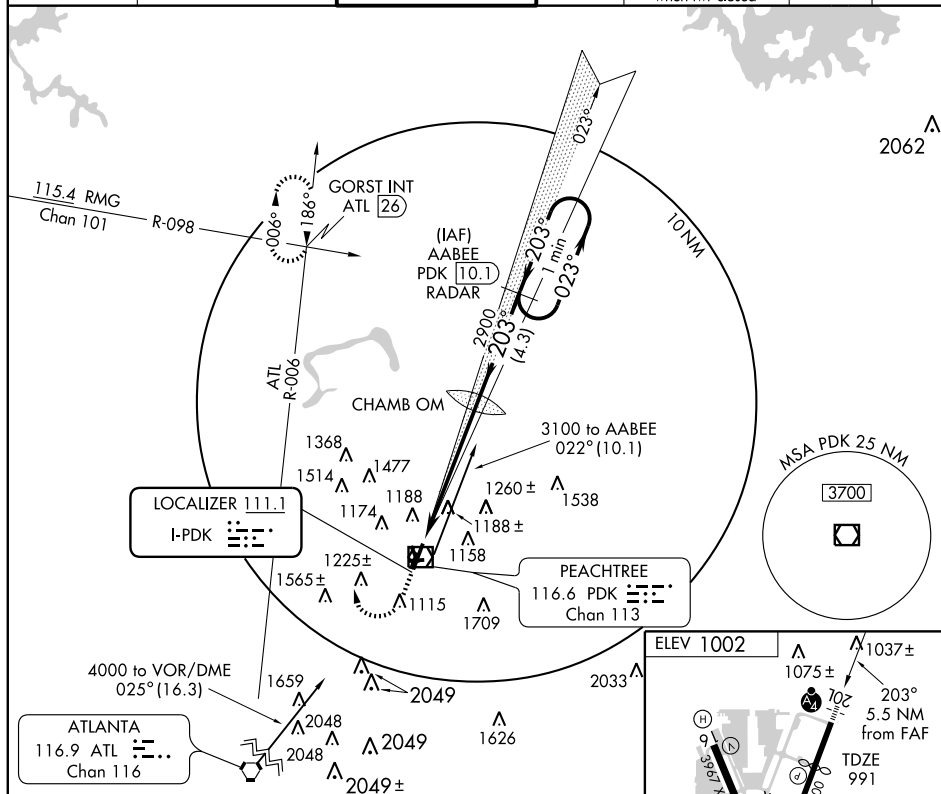
ILS or LOC RWY 20L  
ATLANTA/DEKALB-PEACHTREE (PDK)

Numerous towers to heights of 2000+ MSL in sector south of airport. If local altimeter not received, use Fulton County-Brown  
 Field altimeter setting and increase all MDAs 40 feet.  
 Inoperative table does not apply to Localizer Cat C.  
 DME or RADAR REQUIRED.

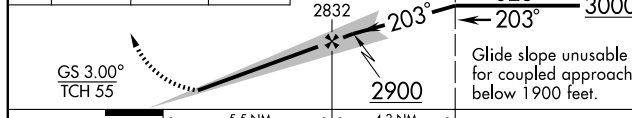


**MISSED APPROACH:** Climb to 1400 then climbing right turn to 3000 via heading 330° and ATL R-006 to GORST Int/ATL 26 DME and hold.

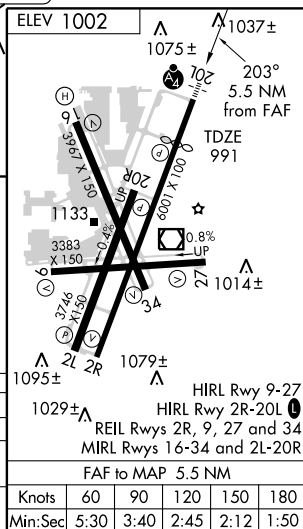
ATIS 128.4	ATLANTA APP CON 126.975 239.275	PEACHTREE TOWER ★ 120.9 (CTAF) 281.5	GND CON 121.6	CLNC DEL 125.2 120.9* * when twr closed	UNICOM 122.95	120.0
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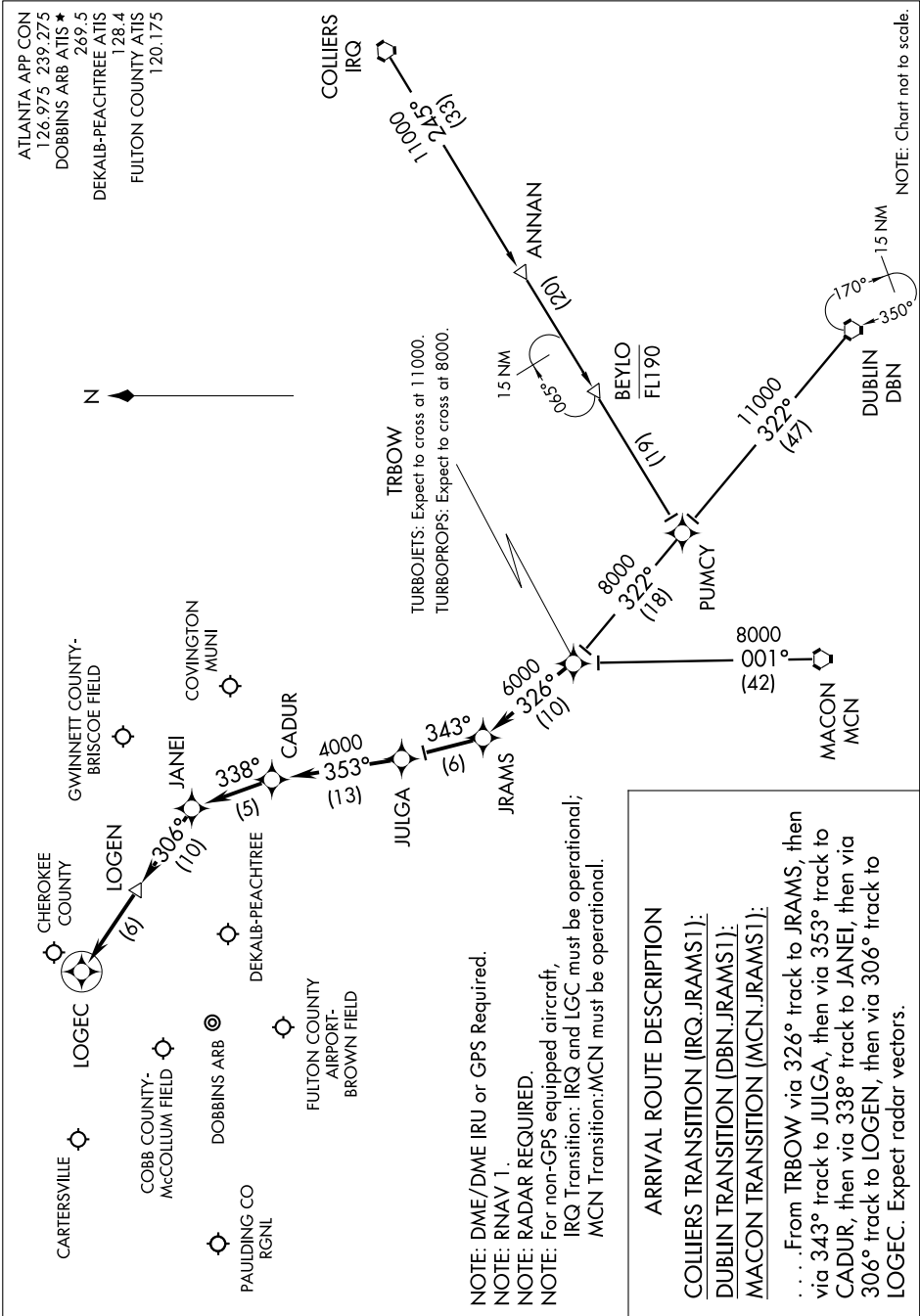


1400 ↑	3000 ↗ HDG 330°	ATL R-006 116.9	GORST INT	CHAMB OM	AABEE PDK 10.1 RADAR	One Minute Holding Pattern 023° →
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CATEGORY	A	B	C	D
S-ILS 20L	1241- $\frac{3}{4}$		250 (300- $\frac{3}{4}$ )	
S-LOC 20L	1580- $\frac{3}{4}$ 589 (600- $\frac{3}{4}$ )		1580- $\frac{1}{2}$ 589 (600- $\frac{1}{2}$ )	1580- $\frac{1}{4}$ 589 (600- $\frac{1}{4}$ )
CIRCLING	1580-1 578 (600-1)		1580- $\frac{1}{2}$ 578 (600- $\frac{1}{2}$ )	1580-2 578 (600-2)





SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010



ATLANTA APP CON

119.8

FULTON COUNTY ATIS

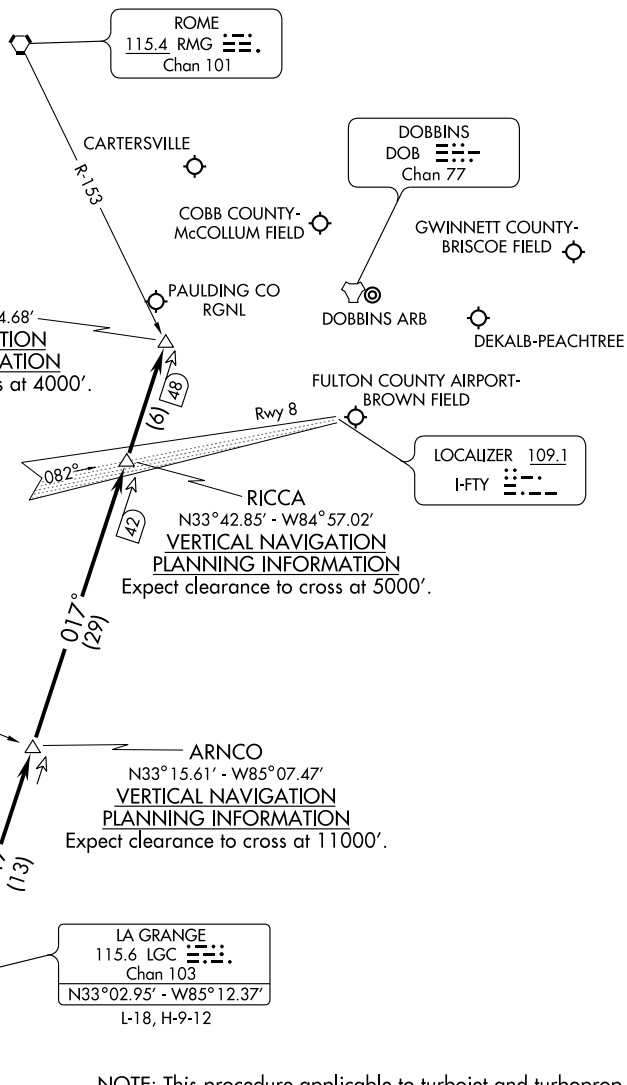
120.175

DEKALB-PEACHTREE ATIS

128.4

DOBBINS ARB ATIS \*

269.5



NOTE: Chart not to scale.

From over LGC VORTAC via the LGC R-017 to MIKEE INT. Expect radar vectors to final approach course after MIKEE INT.

APP CRS	Rwy Idg	<b>3383</b>
<b>268°</b>	TDZE	<b>1003</b>
	Apt Elev	<b>1003</b>

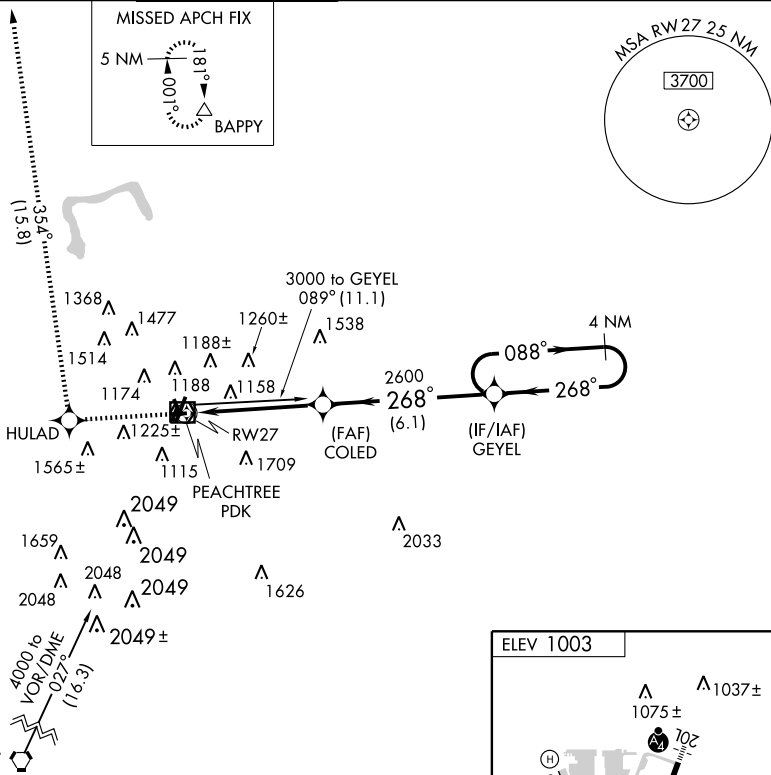
# RNAV (GPS) RWY 27

## ATLANTA/DEKALB-PEACHTREE (PDK)

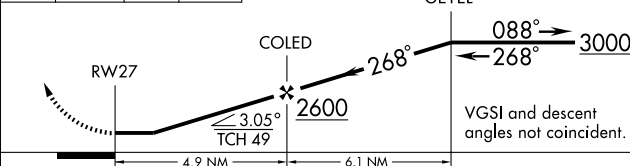
**A** DME/DME RNP-0.3 NA. If local altimeter setting not received, use Fulton County-Brown Field altimeter setting and increase all MDAs 60 feet. Straight-in minimums NA at night. Circling to Rwy's 2L, 9, 16, 20R, 27, 34 NA at night.

**MISSED APPROACH:** Climb to 4000 direct HULAD and via 354° track to BAPPY and hold.

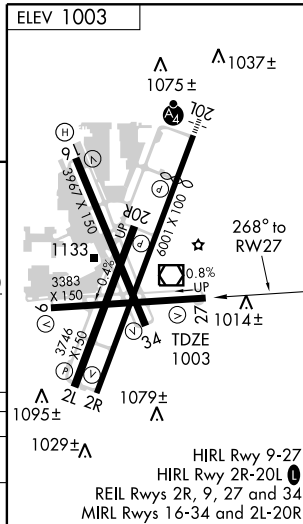
ATIS <b>128.4</b>	ATLANTA APP CON <b>126.975 239.275</b>	PEACHTREE TOWER★ <b>120.9 (CTAF) 281.5</b>	GND CON <b>121.6</b>	CLNC DEL <b>125.2 120.9*</b> *when twr closed	UNICOM <b>122.95</b>	<b>120.0 0</b>
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4000	HULAD	TRK 354°	BAPPY
↑	✱		△



CATEGORY	A	B	C	D
LNNAV MDA	1420-1 417 (500-1)		1420-1¼ 417 (500-1¼)	
CIRCLING	1500-1 497 (500-1)		1500-1½ 497 (500-1½)	1580-2 577 (600-2)



APP CRS <b>218°</b>	Rwy Idg <b>5001</b> TDZE <b>991</b> Apt Elev <b>1003</b>
------------------------	---

# RNAV (GPS) Y RWY 20L

ATLANTA/DEKALB-PEACHTREE (PDK)

**A** DME/DME RNP-0.3 NA. If local altimeter not received, use Fulton County-Brown Field altimeter setting and increase all MDAs 60 feet. VDP NA when using Fulton County-Brown Field altimeter setting. Circling to Rwy's 2L, 9, 16, 20R, 27, 34 NA at night. Inoperative table does not apply to Cat C.

MALSF



**MISSED APPROACH:**  
Climbing right turn to 4000 direct BAPPY and hold.

ATIS  
**128.4**

ATLANTA APP CON  
**126.975 239.275**

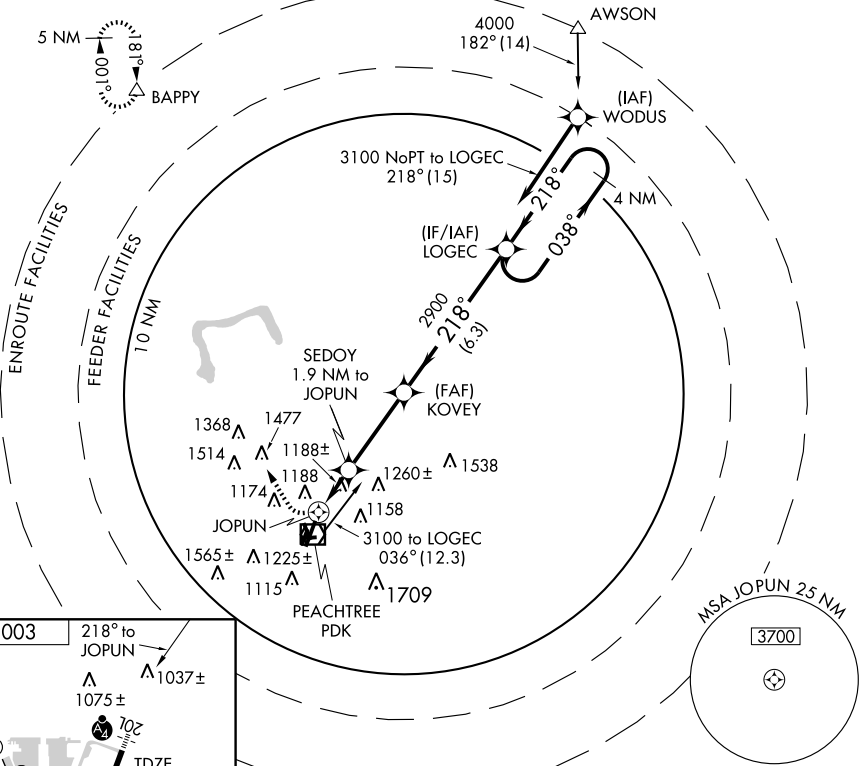
PEACHTREE TOWER★  
**120.9 (CTAF) 281.5**

GND CON  
**121.6**

CLNC DEL  
**125.2 120.9\***  
\*when twr closed

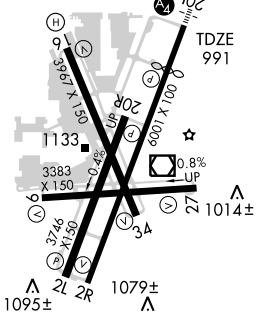
UNICOM  
**122.95**

**120.0 0**

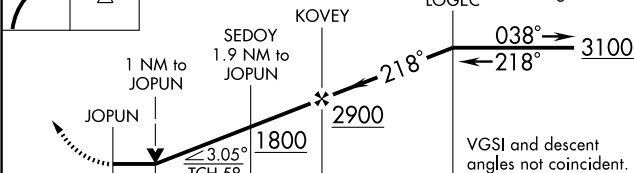


ELEV 1003

218° to JOPUN  
△ 1037±  
△ 1075±



HIRL Rwy 9-27  
HIRL Rwy 2R-20L 0  
REIL Rwy's 2R, 9, 27 and 34  
MIRL Rwy's 16-34 and 2L-20R



CATEGORY	A	B	C	D
LNAV MDA	1500-¾ 509 (500-¾)	1500-1½ 509 (500-1½)	1500-1½ 509 (500-1½)	1580-2 577 (600-2)
CIRCLING	1500-1 497 (500-1)	1500-1½ 497 (500-1½)	1580-2 577 (600-2)	

APP CRS	Rwy Idg	<b>6001</b>
<b>022°</b>	TDZE	<b>996</b>
	Apt Elev	<b>1003</b>

RNAV (RNP) RWY 2R  
ATLANTA/DEKALB-PEACHTREE (PDK)

**T** Procedure NA for wingspans greater than 136 ft. RF and GPS Required.  
**A** NA For uncompensated Baro-VNAV systems, procedure NA below  
 -8° C (18° F) or above 36° C (98° F).

**MISSED APPROACH:** Climb to 4000 direct SUCGO and via 329° track to BAPPY and hold.

ATIS  
128.4

ATLANTA APP CON  
126,975 239,275

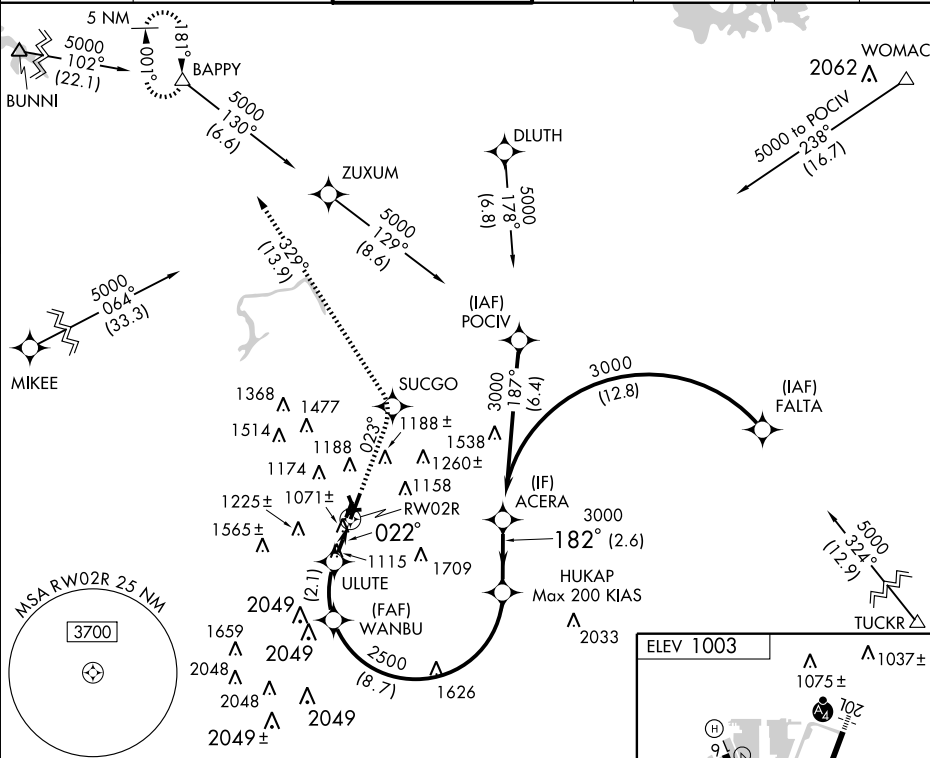
PEACHTREE TOWER ★  
120.9 (CTAF) 281.5

GND CON  
**121.6**

CLNC DEL  
**125.2 120.9\***  
\* when twr closed

UNICOM  
122 95

120.0 L



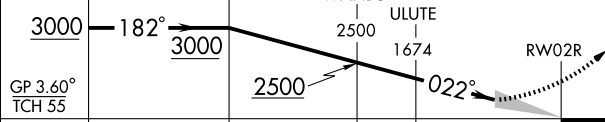
Procedure	VGSI and RNAV glidepath
Turn	not coincident.

4000

SUCGC

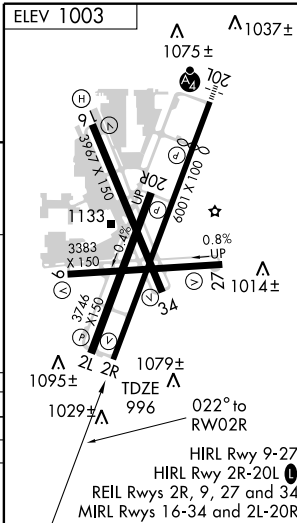
TRK	BAPPY
-----	-------

ACERA HUKAP  
Max 200 KIAS



CATEGORY	A	B	C	D
RNP 0.20 DA	1336-1	340 (400-1)		NA
RNP 0.30 DA	1416-1½	420 (500-1½)		NA

**SPECIAL AIRCRAFT & AIRCREW  
AUTHORIZATION REQUIRED**



ATLANTA, GEORGIA  
Orig 09071

33°53'N-84°18'W

ATLANTA/DEKALB-PEACHTREE (PDK)  
RNAV (RNP) RWY 2R

SE-4. 26 AUG 2010 to 23 SEP 2010

APP CRS <b>203°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>991</b> <b>1003</b>
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**RNAV (RNP) Z RWY 20L**

ATLANTA/DEKALB-PEACHTREE (PDK)

**GPS Required.** For uncompensated Baro-VNAV systems, procedure NA below -8°C (18°F) or above 47°C (116°F). For inoperative MALSF, increase RNP 0.30 visibility to 1¼.

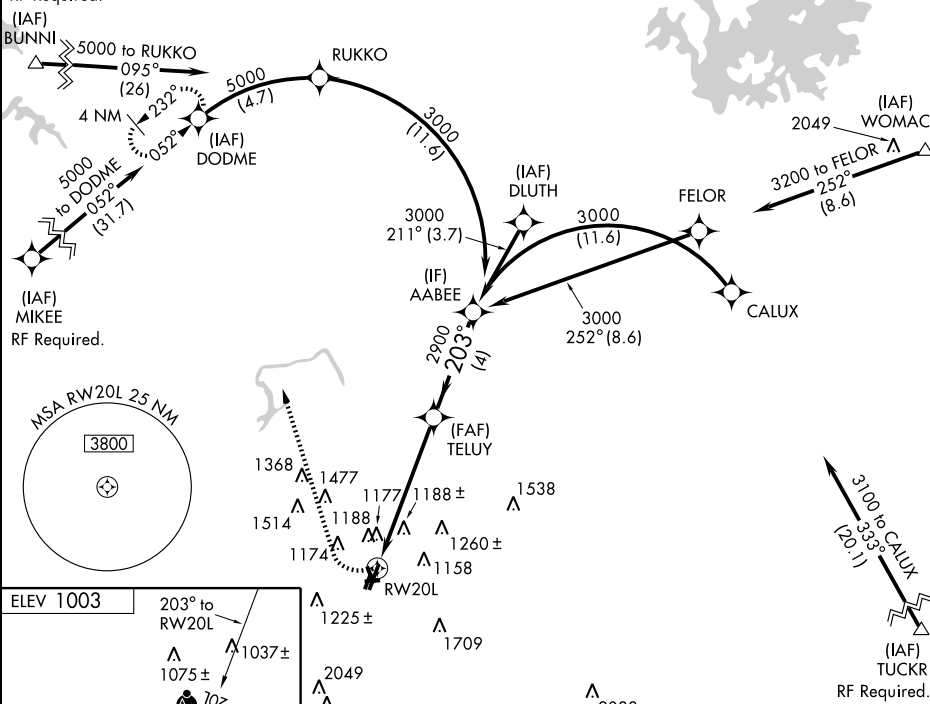
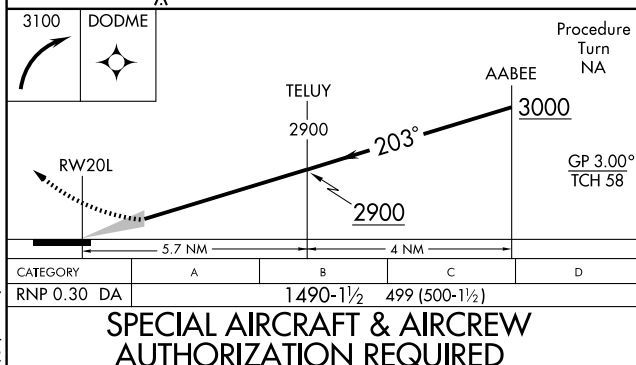
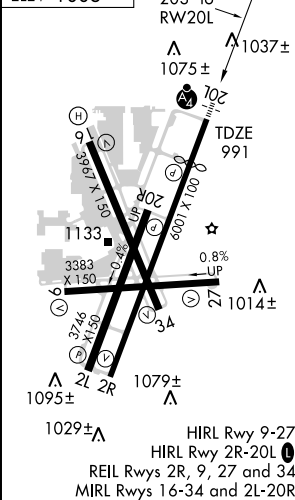
**MALSF**

**MISSED APPROACH:** Climbing right turn to 3100 direct DODME and hold.

**ATIS**  
**128.4**
**ATLANTA APP CON**  
**126.975 239.275**
**PEACHTREE TOWER ★**  
**120.9 (CTAF) 281.5**
**GND CON**  
**121.6**
**CLNC DEL**  
**125.2 120.9\***  
\*when twr closed

**UNICOM**  
**122.95**
**120.0**

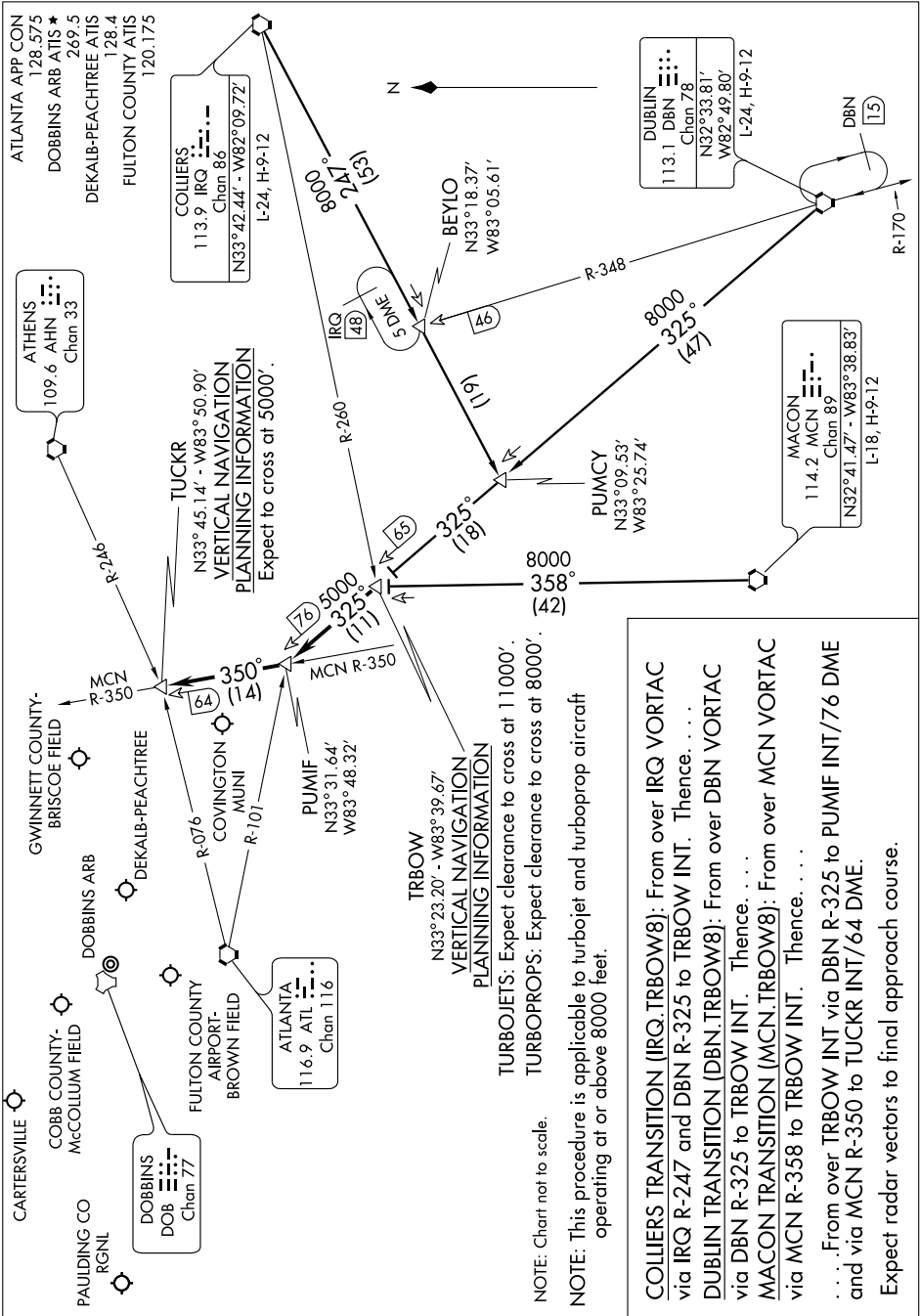
RF Required.

**ELEV 1003**

TRBOW EIGHT ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA



ATLANTA, GEORGIA

VOR/DME PDK  
**116.6**  
Chan **113**

APP CRS  
**196°**

Rwy Idg  
TDZE  
Apt Elev **5001**  
**991**  
**1003**

# VOR/DME RWY 20L

ATLANTA/DEKALB-PEACHTREE (PDK)

▼ If local altimeter setting not received, use Fulton County-Brown Field altimeter setting and increase all MDAs 60 feet.  
▲ Inoperative table does not apply.



MISSED APPROACH: Climbing right turn to 3000 via heading 330° and ATL VORTAC R-006 to GORST Int/ATL 26 and hold.

ATIS  
**128.4**

ATLANTA APP CON  
**126.975 239.275**

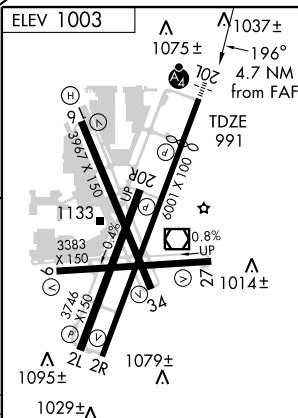
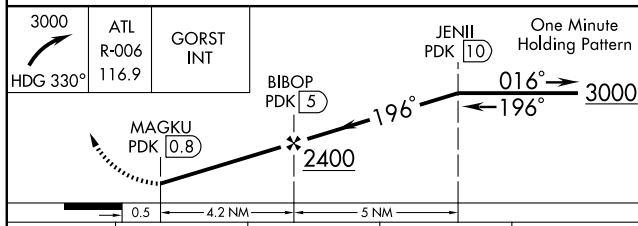
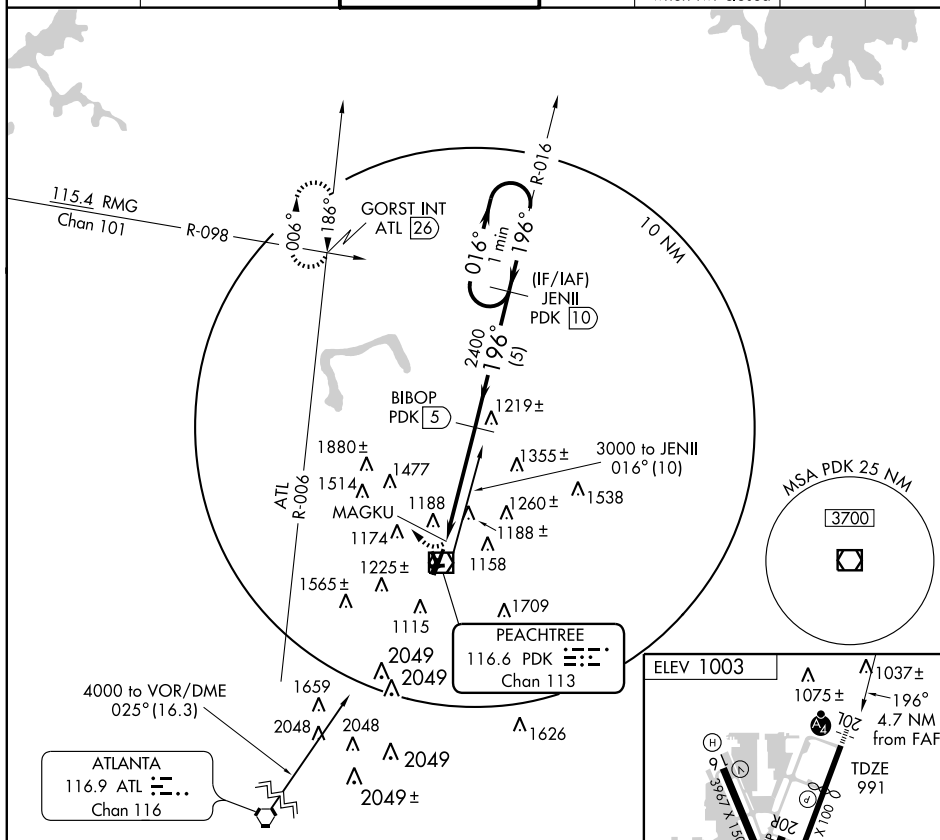
PEACHTREE TOWER★  
**120.9 (CTAF) 281.5**

GND CON  
**121.6**

CLNC DEL  
**125.2 120.9\***  
\*when twr closed

UNICOM  
**122.95**

**120.0**



CATEGORY	A	B	C	D
S-20L	1580-1	589 (600-1)	1580-1½ 589 (600-1½)	1580-1¾ 589 (600-1¾)
CIRCLING	1580-1	577 (600-1)	1580-1½ 577 (600-1½)	1580-2 577 (600-2)

HIRL Rwy 9-27  
HIRL Rwy 2R-20L  
REIL Rwys 2R, 9, 27 and 34  
MIRL Rwys 16-34 and 2L-20R

VOR/DME PDK  
**116.6**  
Chan **113**

APP CRS  
**277°**

Rwy Idg  
TDZE  
Apt Elev **1003**

# VOR/DME RWY 27

ATLANTA/DEKALB-PEACHTREE (PDK)

▼ If local altimeter setting not received use Fulton County-  
Brown Field altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 3000 via heading 277° and  
ATL VORTAC R-006 to GORST Int/ATL 26 DME and hold.

ATIS  
**128.4**

ATLANTA APP CON  
**126.975 239.275**

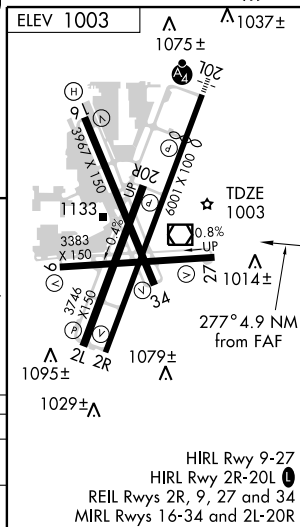
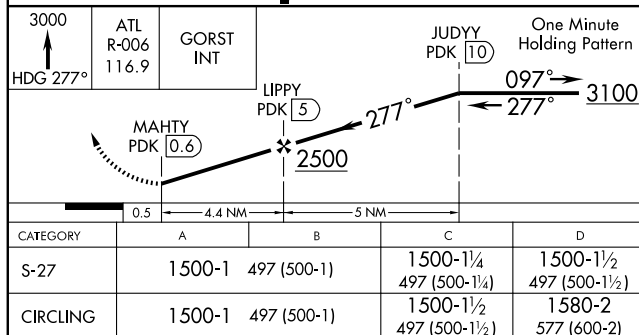
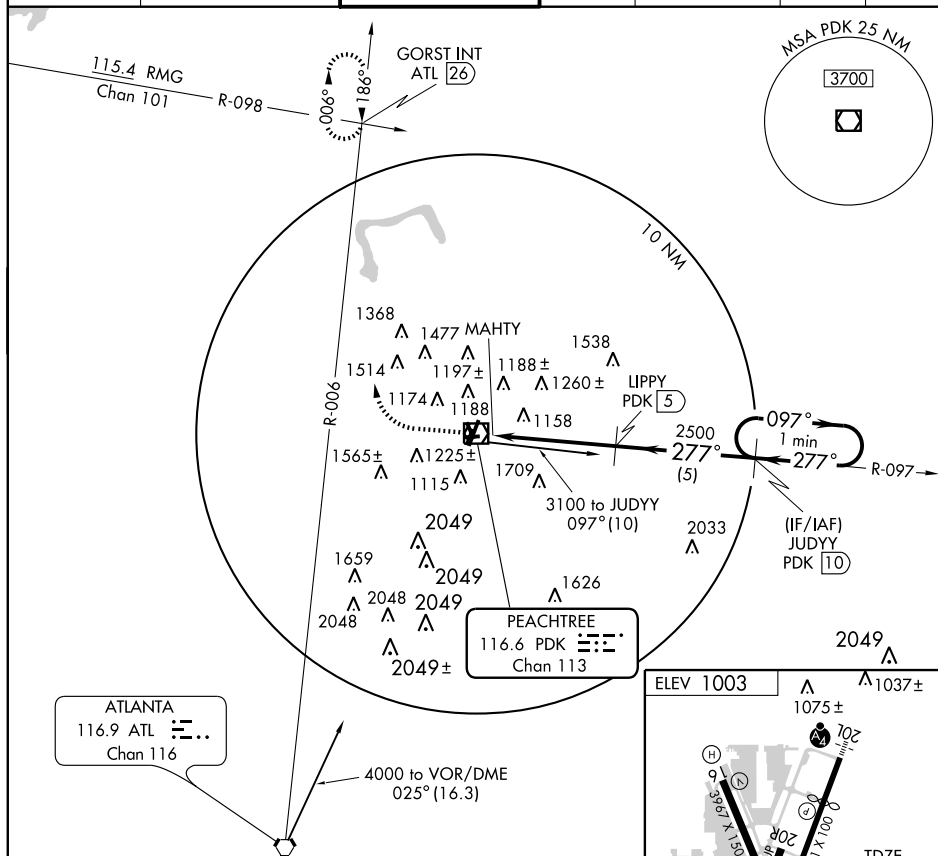
PEACHTREE TOWER★  
**120.9 (CTAF) 281.5**

GND CON  
**121.6**

CLNC DEL  
**125.2 120.9\***  
\*when twr closed

UNICOM  
**122.95**

**120.0**





10210

## AIRPORT DIAGRAM

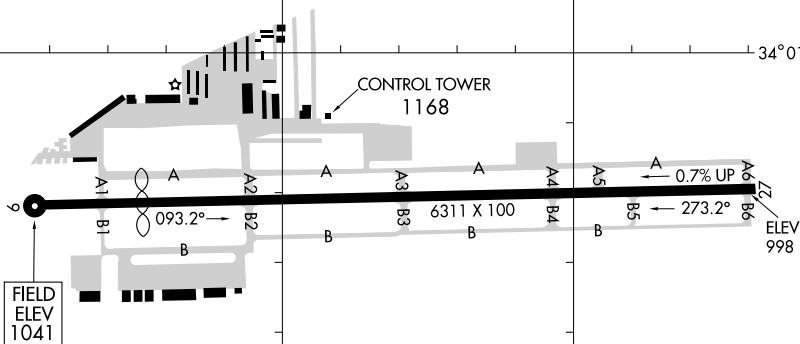
ATLANTA/ COBB COUNTY-McCOLLUM FIELD (RYY)  
AL-6424 (FAA)

ATLANTA, GEORGIA

ATIS  
128.125  
McCOLLUM TOWER ★  
125.9  
GND CON  
119.0  
CLNC DEL  
119.0 268.7

D

▲  
VAB 4.4° N  
JANUARY 2010  
ANNUAL RATE OF CHANGE  
0.1° W



RWY 09-27  
S-30, D-60

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

84°36.5' W

84°36.0' W

84°35.5' W

## AIRPORT DIAGRAM

10210

ATLANTA, GEORGIA  
ATLANTA/ COBB COUNTY-McCOLLUM FIELD (RYY)

SE-4, 26 AUG 2010 to 23 SEP 2010

## ATLANTA

**COBB CO—McCOLLUM FLD** (RYY) 4 NW UTC-5(-4DT) N34°00.79' W84°35.82'

1041 B S4 FUEL 100LL, JET A1+ OX 1, 2 TPA 2041 (1000) NOTAM FILE RYY

**RWY 09-27:** H6311X100 (CONC-GRVD) S-30, D-60 HIRL 0.7% up W

**ATLANTA**  
H-9A, 12F, L-181, A  
IAP, AD

**RWY 09:** PAPI(P4L)—GA 4.0° TCH 46'. Thld displcd 1078'. Road.

Rgt tfc.

**RWY 27:** REIL. PAPI(P4L)—GA 3.0° TCH 45'. Trees.

#### RUNWAY DECLARED DISTANCE INFORMATION

**RWY 09:** TORA-6305 TODA-6305 ASDA-6305 LDA-5232

**RWY 27:** TORA-6305 TODA-6305 ASDA-5405 LDA-5405

**AIRPORT REMARKS:** Attended continuously. For svc after hrs call 24 hrs prior—770-422-2345/4300. Coyotes on and invof arpt. Arpt mowing in progress spring thru autumn. Rwy 09 is calm wind Rwy in VFR conditions. Acft arriving or departing with an operating weight greater than 100,000 pounds, PPR 24 hrs by coordinating through arpt management at 770-528-1615 or the local FBOs at 770-422-2345 or 770-422-4300. Noise abatement efforts in effect, etc arpt manager for details at 770-528-1615. Blasting SR-SS Mon-Fri 2000 ft AER 27. 'N/W' apron connector to Twy A is rstd to group 1 acft only. North apron at Twy A-1 connector is rstd to group 1 acft only. When twr clsd, ACTIVATE HIRL Rwy 09-27 and REIL Rwy 27—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 (770) 425-3406. LAWRS.

**COMMUNICATIONS:** CTAF 125.9 ATIS 128.125 UNICOM 122.7

Ⓡ ATLANTA APP/DEP CON 121.0 CLNC DEL 121.0 (when twr closed)

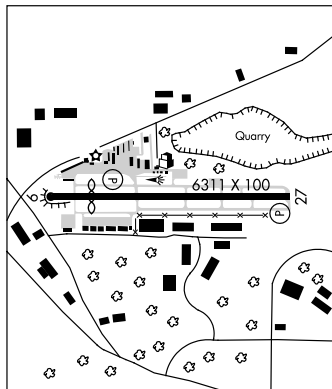
MC COLLUM TOWER 125.9 (1200-0400Z±) GND CON 119.0 CLNC DEL 119.0

**AIRSPACE:** CLASS D svc 1200-0400Z± other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE RMG.

**ROME (H) VORTACW** 115.4 RMG Chan 101 N34°09.75' W85°07.17' 108° 27.5 NM to fld. 1150/01E.  
HIWAS.

**ILS** 111.9 I-RYY Rwy 27. Class IB. GS unusable byd 4° left of course. Autopilot coupled apchs not authorized blo 2100' MSL.



# AWSON ONE ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA

ATLANTA APP CON  
126.975 239.275  
FULTON COUNTY ATIS  
120.175  
DEKALB PEACHTREE ATIS  
128.4  
DOBBINS ARB ATIS \*  
269.5

VOLUNTEER  
116.4 VVX  
Chan 111  
N35°54.29' - W83°53.68'  
L-25, H-9-12

SNOWBIRD  
108.8 SOT  
Chan 25  
N35°47.41' - W83°03.14'  
L-25, H-9-12

SUGARLOAF MOUNTAIN  
112.2 SUG  
Chan 59  
N35°24.39' - W82°16.12'  
L-25

CERAY  
N34°59.97' - W83°41.55'

HARRIS  
109.8 HRS  
Chan 35

FOOTHILLS  
113.4 ODF  
Chan 81  
N34°41.75' - W83°17.86'  
L-25, H-9-12

AWSON  
N34°28.82' - W83°59.06'

DEHAN  
N34°19.00' - W84°04.30'  
**NAVIGATIONAL PLANNING INFORMATION**  
All aircraft expect clearance to cross at 8000'.

DLUTH  
N34°05.26' - W84°11.61'

ELECTRIC CITY  
108.6 ELW  
Chan 23

CARTERSVILLE  
PAULDING CO RGNL  
DOBBINS ARB  
FULTON COUNTY AIRPORT-BROWN FIELD  
WEST GEORGIA RGNL-O.V. GRAY FIELD  
PEACHTREE CITY-FALCON FIELD  
NEWMAN-COWETA COUNTY  
COBB COUNTY-McCOLLUM FIELD  
DEKALB-PEACHTREE  
CLAYTON COUNTY-TARA FIELD  
GWINNETT COUNTY-BRISCOE FIELD  
ATLANTA  
116.9 ATL  
Chan 116  
COVINGTON MUNI  
GRIFFIN-SPALDING COUNTY

NOTE: DME Required.  
NOTE: RADAR required SOT transition.  
NOTE: This procedure applicable to turbojet and turboprop aircraft.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

# AWSON ONE ARRIVAL

09183

ATLANTA, GEORGIA

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010

## ARRIVAL DESCRIPTION

CERAY TRANSITION (CERAY.AWSON1): From over CERAY INT via ATL R-024 to AWSON INT. Thence. . . .

FOOTHILLS TRANSITION (ODF.AWSON1): From over ODF VORTAC via ODF R-249 to AWSON INT. Thence. . . .

SNOWBIRD TRANSITION (SOT.AWSON1): From over SOT VORTAC via SOT R-218 and ATL R-024 to AWSON INT. Thence. . . .

SUGARLOAF MOUNTAIN TRANSITION (SUG.AWSON1): From over SUG VORTAC via SUG R-253 and ATL R-024 to AWSON INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.AWSON1): From over VXV VORTAC via VXV R-173 and ATL R-024 to AWSON INT. Thence. . . .

. . . .From over AWSON INT via ATL R-024 to DLUTH INT. Expect radar vectors to final approach course after DEHAN INT.

SE-4, 26 AUG 2010 to 23 SEP 2010

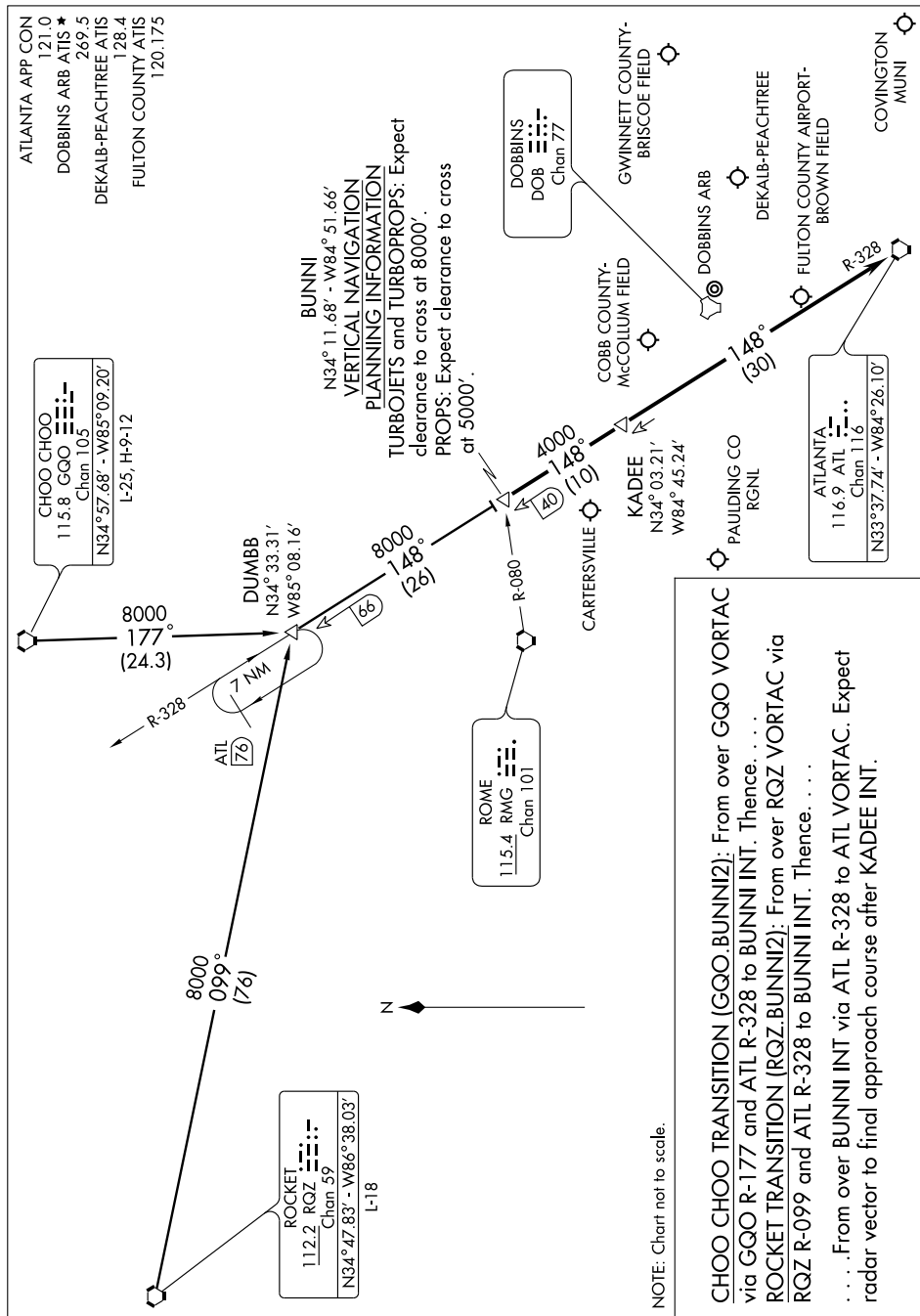
SE-4, 26 AUG 2010 to 23 SEP 2010

## BUNNI TWO ARRIVAL (BUNNI.BUNNI2)

ST-469 (FAA)

ATLANTA, GEORGIA

SE-4, 26 AUG 2010 to 23 SEP 2010



## BUNNI TWO ARRIVAL (BUNNI.BUNNI2)

ATLANTA, GEORGIA

(DIFFI.DIFFI1) 10210

# DIFFI ONE ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA

ATLANTA APP CON  
119.8  
FULTON COUNTY ATIS  
120.175  
DEKALB-PEACHTREE ATIS  
128.4  
DOBBINS ARB ATIS \*  
269.5

ROME  
115.4 RMG  
Chan 101

CARTERSVILLE

CHEROKEE COUNTY

LEE GILMER  
MEMORIAL

COBB COUNTY-  
McCULLUM FIELD

DOBBINS  
DOB  
Chan 77

GWINNETT COUNTY-  
BRISCOE FIELD

PAULDING CO  
RGNL

DOBBINS  
ARB

DEKALB-  
PEACHTREE

DIFFI  
N33°48.86'  
W85°04.10'

TIINI  
N33°41.90'-W85°03.08'

**VERTICAL NAVIGATION  
PLANNING INFORMATION**  
Expect clearance to cross at 5000.

TEMPO  
N33°36.68'  
W85°02.32'

NANNC  
N33°23.32'  
W85°06.32'

NOTE: DME required from LGC VORTAC to TEMPO INT.  
NOTE: This procedure applicable to turboprop and  
turbojet aircraft operating at or above 7000.

BUUZZ

N33°16.66'-W85°08.30'  
**VERTICAL NAVIGATION  
PLANNING INFORMATION**

Turbojets expect clearance to cross at 11000.  
Turboprops expect clearance to cross BUUZZ at 7000.

LAGRANGE  
115.6 LGC  
Chan 103  
N33°02.95' - W85°12.37'  
L-18, H-9-12

## ARRIVAL ROUTE DESCRIPTION

From LGC VORTAC via R-013 to  
TEMPO INT, then via RMG VORTAC  
R-172 to DIFFI INT. Expect radar vectors.

NOTE: Chart not to scale.

# DIFFI ONE ARRIVAL

(DIFFI.DIFFI1) 10210

ATLANTA, GEORGIA

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010

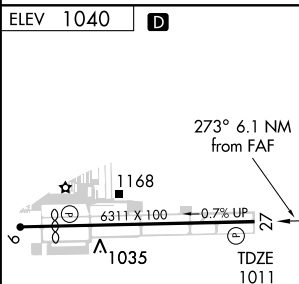
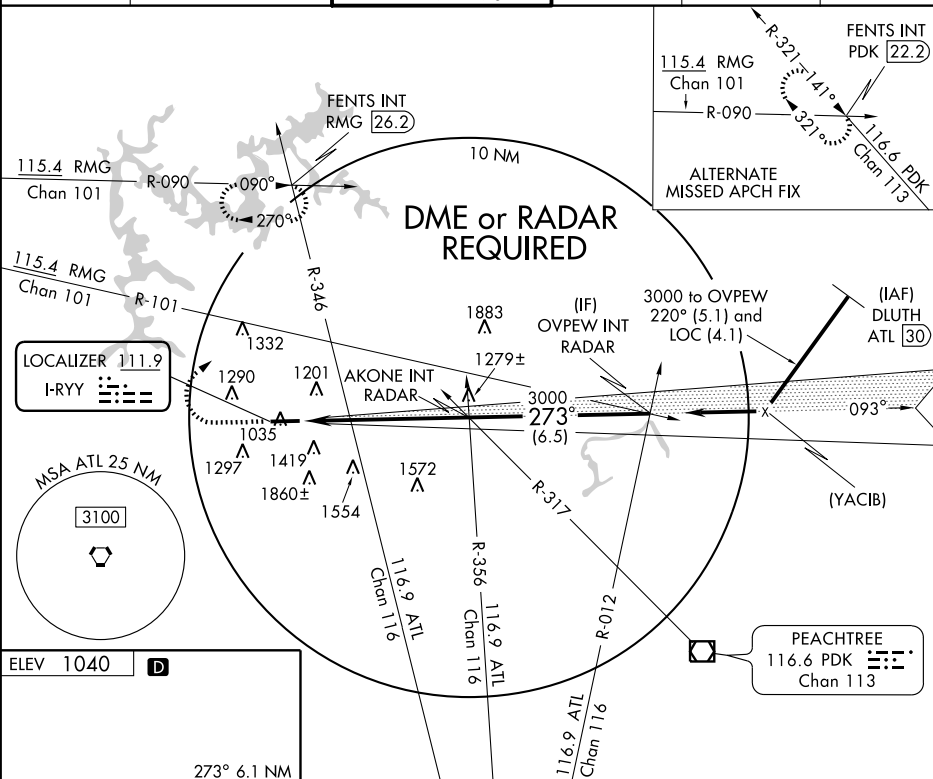
LOC I-RYY <b>111.9</b>	APP CRS <b>273°</b>	Rwy Idg <b>5405</b> TDZE <b>1011</b> Apt Elev <b>1040</b>
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## ILS or LOC RWY 27

ATLANTA/COBB COUNTY-McCOLLUM FIELD (RYY)

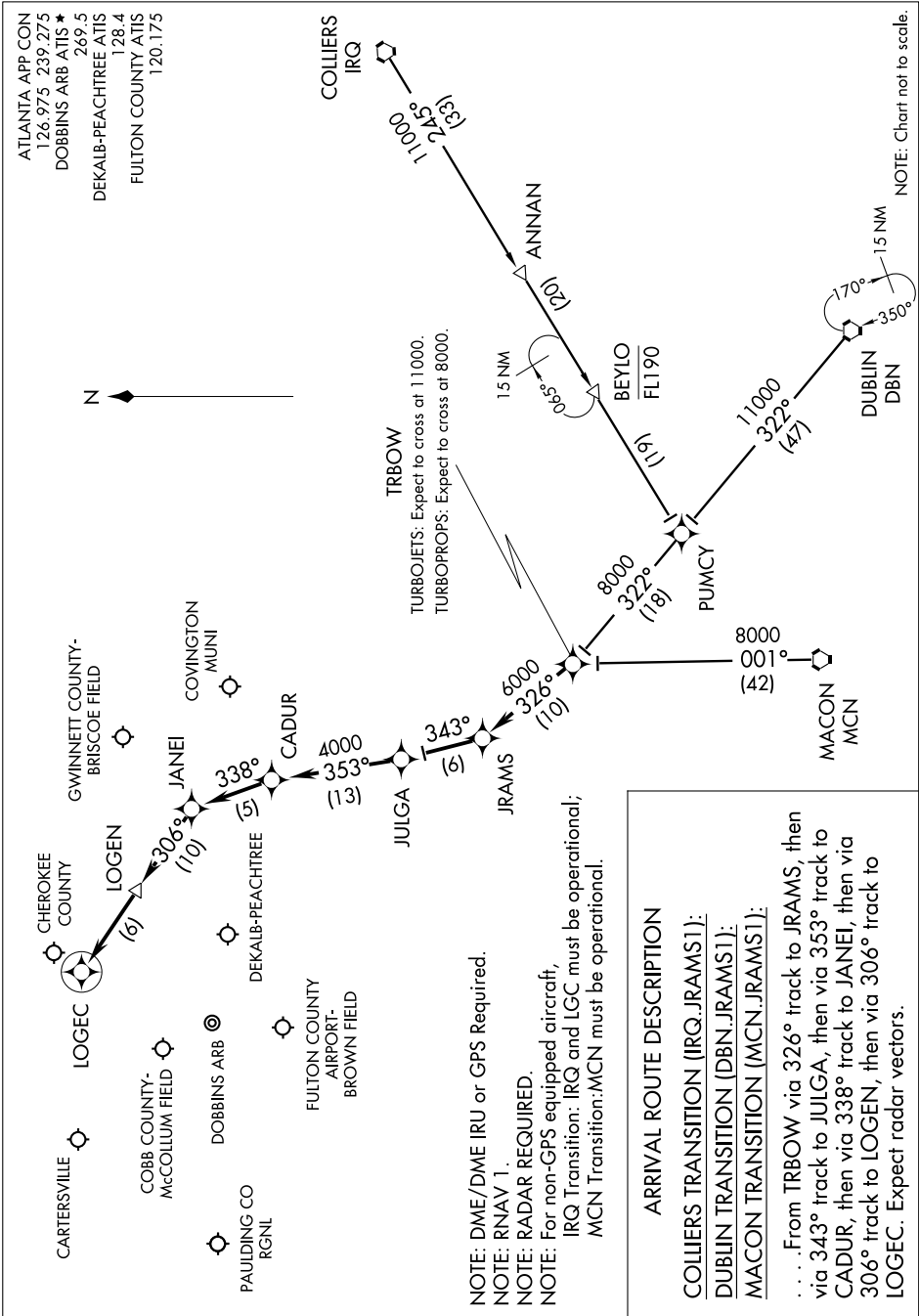
<p><b>⚠</b> Autopilot coupled approach NA below 2100. When control tower closed GS unusable. When local altimeter setting not received, use Hartsfield-Atlanta Int'l altimeter setting and increase all DA/MDA 60 feet and S-ILS 27 all Cats. and Circling Cat. B and C visibilities <math>\frac{1}{4}</math> mile.</p>	<p><b>MISSED APPROACH:</b> Climb to 1600 then climbing right turn to 4000 via heading 050° and ATL R-346 to FENTS Int/RMG 26.2 DME and hold.</p>
---	--

ATIS <b>128.125</b>	ATLANTA APP CON <b>121.0 268.7</b>	McCOLLUM TOWER* <b>125.9 (CTAF) 0</b>	GND CON <b>119.0</b>	CLNC DEL <b>119.0 268.7</b>	UNICOM <b>122.7</b>
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REIL Rwy 27 <b>0</b>	FAF to MAP 6.1 NM
HIRL Rwy 9-27 <b>0</b>	
Knots	60 90 120 150 180
Min:Sec	6:06 4:04 3:03 2:26 2:02

1600	4000	FENTS INT RMG 26.2	AKONE INT RADAR	OVPEW INT RADAR	Procedure Turn NA
273° 6.1 NM from FAF	HDG 050° ATL R-346 116.9		3000	3000	GS 3.00° TCH 42
1035	1168	6311 X 100 0.7% UP	273°	273°	
TDZE 1011			6.1 NM	6.5 NM	
CATEGORY	A	B	C	D	
S-ILS 27	1211- $\frac{3}{4}$ 200 (200- $\frac{3}{4}$ )				
S-LOC 27	1540-1 529 (500-1)		1540-1 $\frac{1}{2}$ 529 (500-1 $\frac{1}{2}$ )	1540-1 $\frac{3}{4}$ 529 (500-1 $\frac{3}{4}$ )	
CIRCLING	1780-1 740 (800-1)		1780-2 740 (800-2)	2220-3 1180 (1200-3)	





ATLANTA APP CON

119.8

FULTON COUNTY ATIS

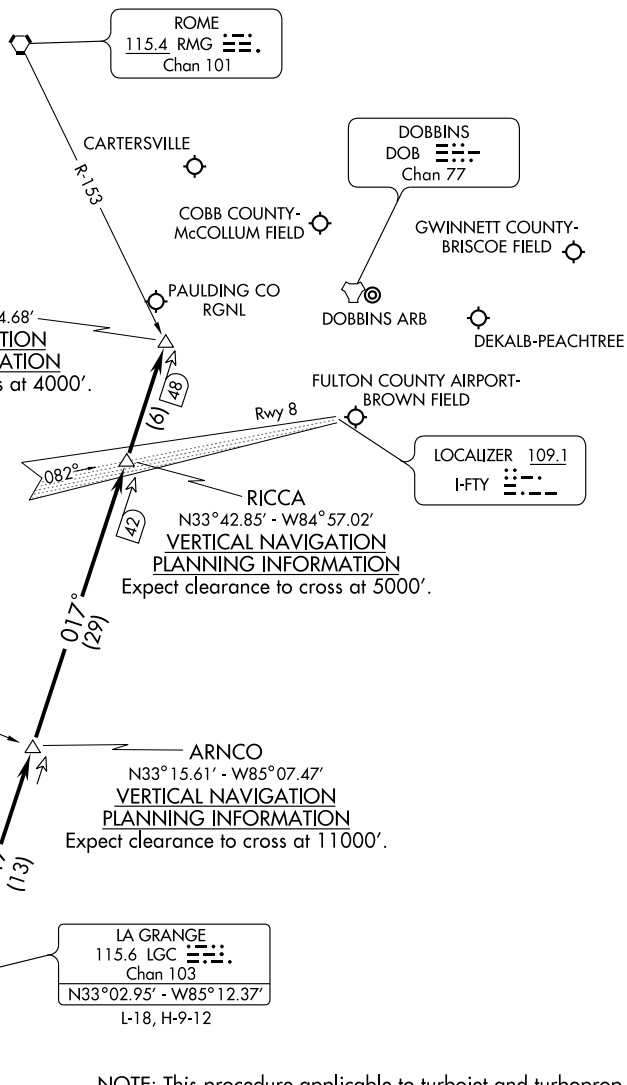
120.175

DEKALB-PEACHTREE ATIS

128.4

DOBBINS ARB ATIS \*

269.5



NOTE: Chart not to scale.

From over LGC VORTAC via the LGC R-017 to MIKEE INT. Expect radar vectors to final approach course after MIKEE INT.

APP CRS	Rwy Idg	5232
093°	TDZE	1028
	Apt Elev	1040

## RNAV (GPS) RWY 9

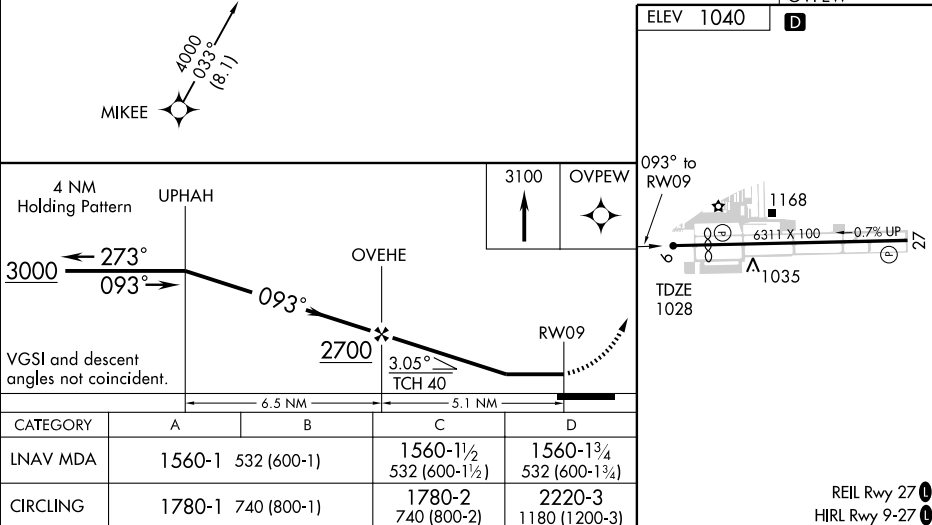
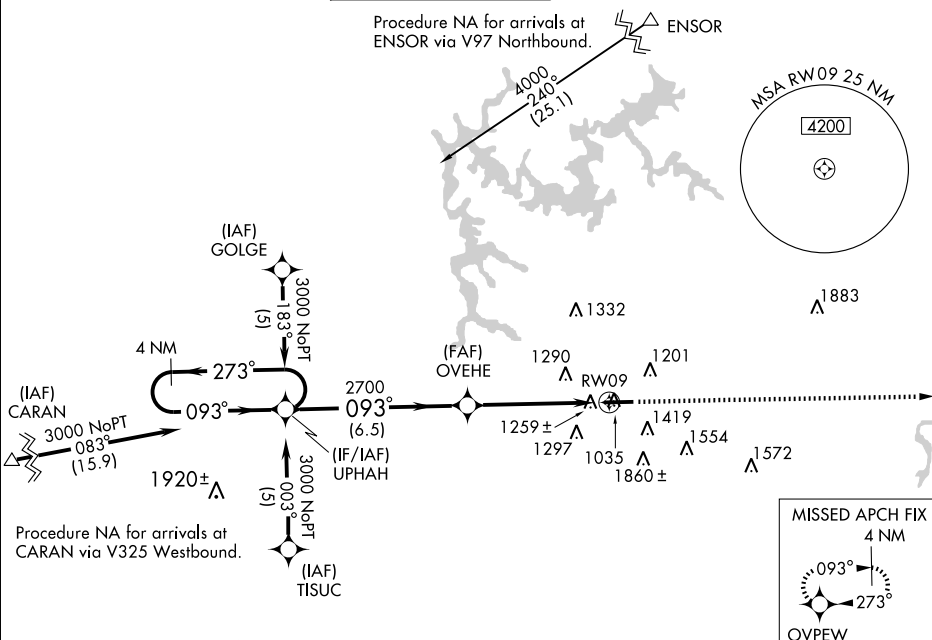
ATLANTA/ COBB COUNTY-McCOLLUM FIELD (RYY)

**▼** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Hartsfield-Jackson Atlanta Intl altimeter setting and increase all MDA 60 feet and Circling Cat. B and C visibility ¼ mile.

**▲** NA

MISSED APPROACH: Climb to 3100 direct OVEPEW and hold.

ATIS <b>128.125</b>	ATLANTA APP CON <b>121.0 268.7</b>	McCOLLUM TOWER* <b>125.9 (CTAF) 0</b>	GND CON <b>119.0</b>	CLNC DEL <b>119.0 268.7</b>	UNICOM <b>122.7</b>
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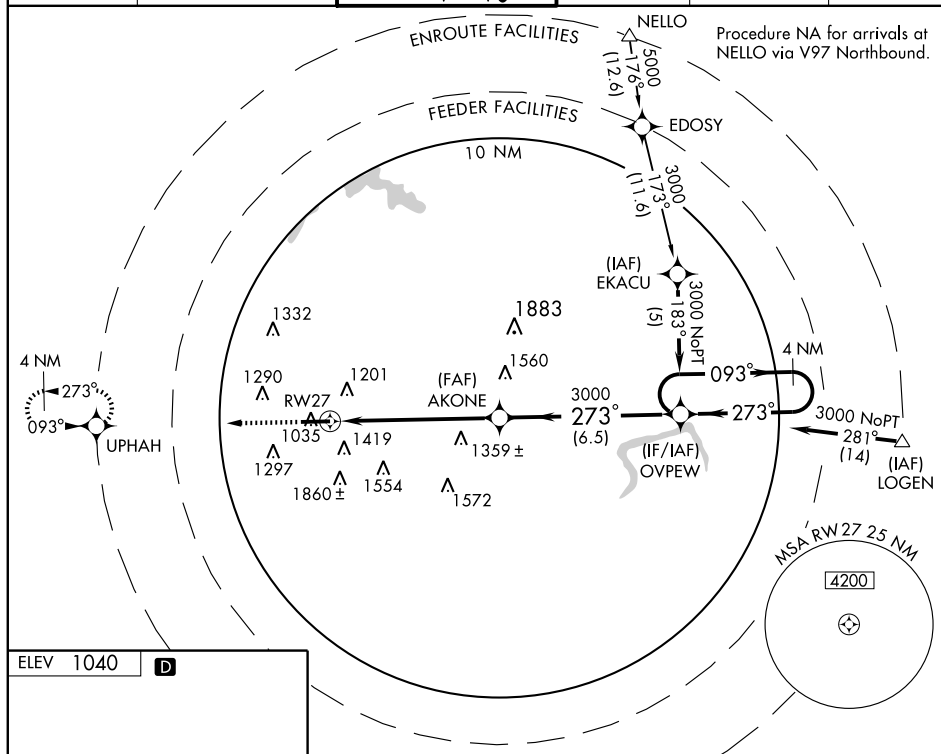
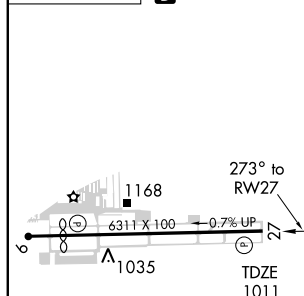
WAAS CH <b>97308</b> <b>W27A</b>	APP CRS <b>273°</b>	Rwy Idg TDZE Apt Elev	<b>5405</b> <b>1011</b> <b>1040</b>
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**RNAV (GPS) RWY 27**

ATLANTA/COBB COUNTY-McCOLLUM FIELD (RYY)

<b>NA</b> DME/DME RNP-0.3 NA. VDP NA when using Hartsfield-Jackson Atlanta Intl altimeter setting. When local altimeter setting not received, use Hartsfield-Jackson Atlanta Intl altimeter setting and increase all DA/MDA 60 feet and LPV all Cats. and Circling Cat. B and C visibilities ¼ mile.	<b>MISSED APPROACH:</b> Climb to 3000 direct UPHAH and hold.
---	--

ATIS <b>128.125</b>	ATLANTA APP CON <b>121.0 268.7</b>	McCOLLUM TOWER * <b>125.9 (CTAF) 0</b>	GND CON <b>119.0</b>	CLNC DEL <b>119.0 268.7</b>	UNICOM <b>122.7</b>
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ELEV 1040 **D**

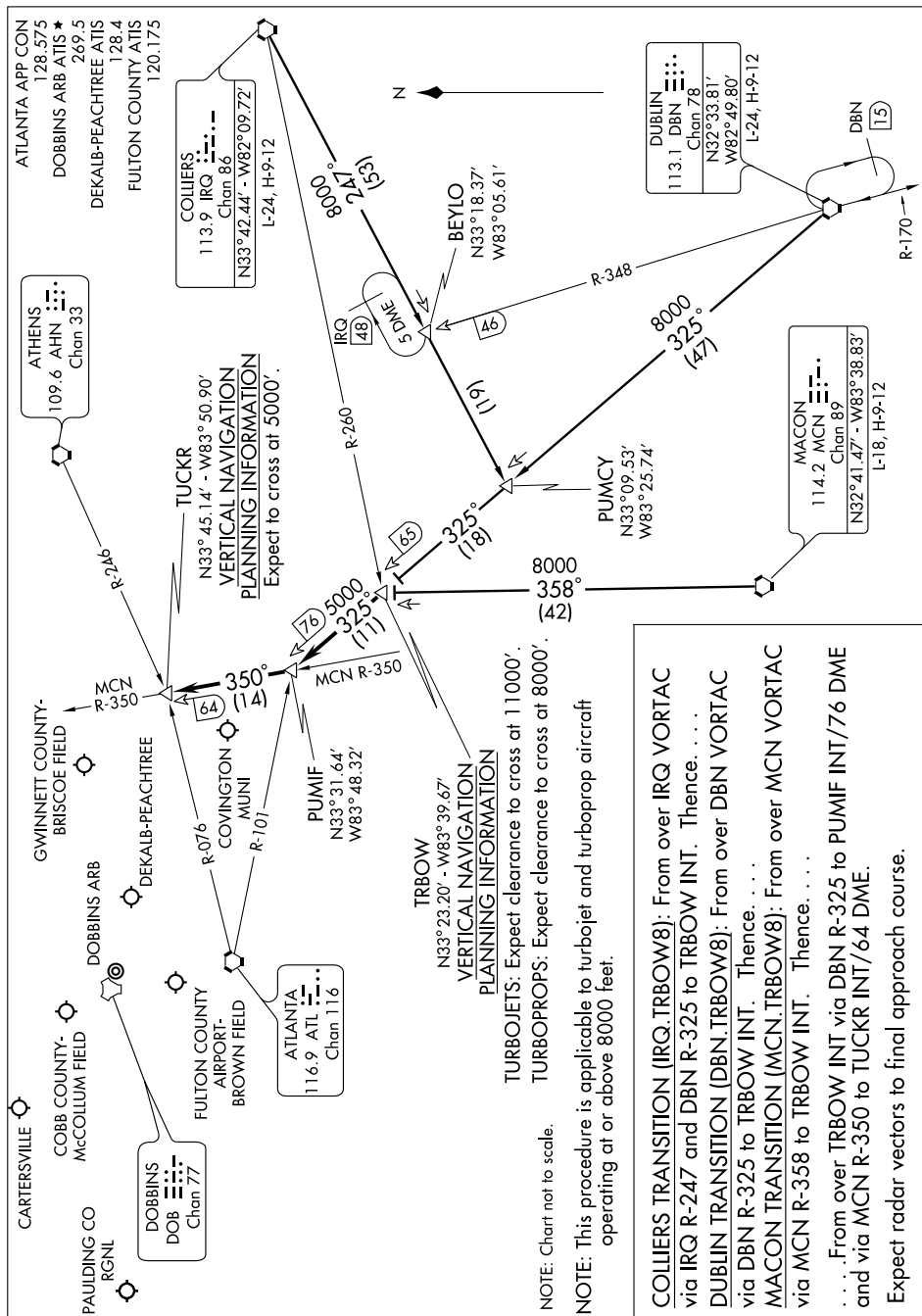
REIL Rwy 27 <b>0</b>
HIRL Rwy 9-27 <b>0</b>

3000	UPHAH	AKONE	OVPEW	4 NM Holding Pattern
*LNAV only	*1.8 NM to RW27	3000	273°	093°
RW27	273°	3000	273°	3000
1.8 NM	4.2 NM	6.5 NM		GS 3.00° TCH 42
CATEGORY	A	B	C	D
LPV DA	1211-¾ 200 (200-¾)			
LNAV MDA	1620-1 609 (600-1)	1620-1¾ 609 (600-1¾)	1620-2 609 (600-2)	
CIRCLING	1780-1 740 (800-1)	1780-2 740 (800-2)	2220-3 1180 (1200-3)	

## TRBOW EIGHT ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA



SE-4, 26 AUG 2010 to 23 SEP 2010

ATLANTA, GEORGIA

## VOR/DME RWY 9

VORTAC RMG  
**115.4**  
Chan **101**

APP CRS  
**108°**

Rwy Idg **5232**  
TDZE **1028**  
Apt Elev **1040**

ATLANTA/ COBB COUNTY-McCOLLUM FIELD (RYY)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Hartsfield-Jackson Atlanta Intl altimeter setting and increase all MDA 60 feet and S-9 Cat. A/C/D and Circling Cat. A/C visibilities  $\frac{1}{4}$  mile.

MISSED APPROACH: Climbing left turn to 3000 via heading 240° and RMG R-108 to KAILA/21 DME and hold.

ATIS  
**128.125**

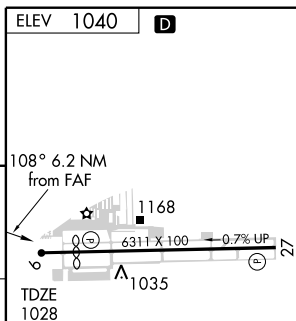
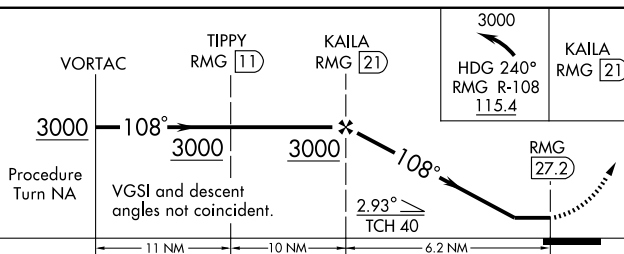
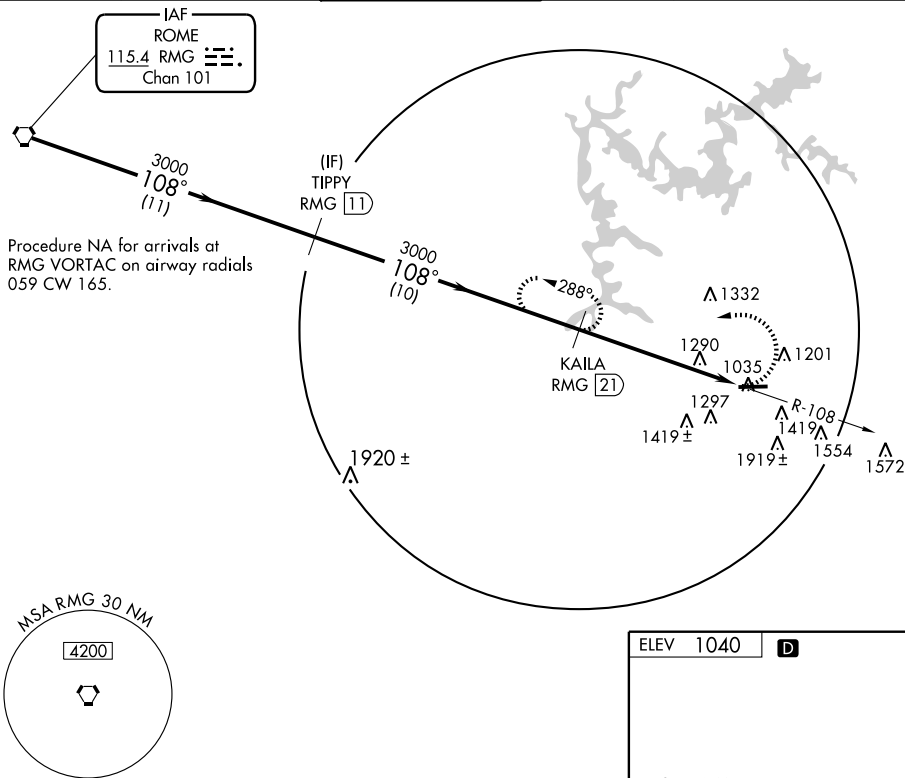
ATLANTA APP CON  
**121.0 268.7**

McCOLLUM TOWER\*  
**125.9 (CTAF) 0**

GND CON  
**119.0**

CLNC DEL  
**119.0 268.7**

UNICOM  
**122.7**



CATEGORY	A	B	C	D
S-9	1900-1 872 (900-1)	1900-1 $\frac{1}{4}$ 872 (900-1 $\frac{1}{4}$ )	1900-2 $\frac{1}{2}$ 872 (900-2 $\frac{1}{2}$ )	1900-2 $\frac{3}{4}$ 872 (900-2 $\frac{3}{4}$ )
CIRCLING	1900-1 860 (900-1)	1900-1 $\frac{1}{4}$ 860 (900-1 $\frac{1}{4}$ )	1900-2 $\frac{1}{2}$ 860 (900-2 $\frac{1}{2}$ )	2220-3 1180 (1200-3)

REIL Rwy 27 0  
HIRL Rwy 9-27 0

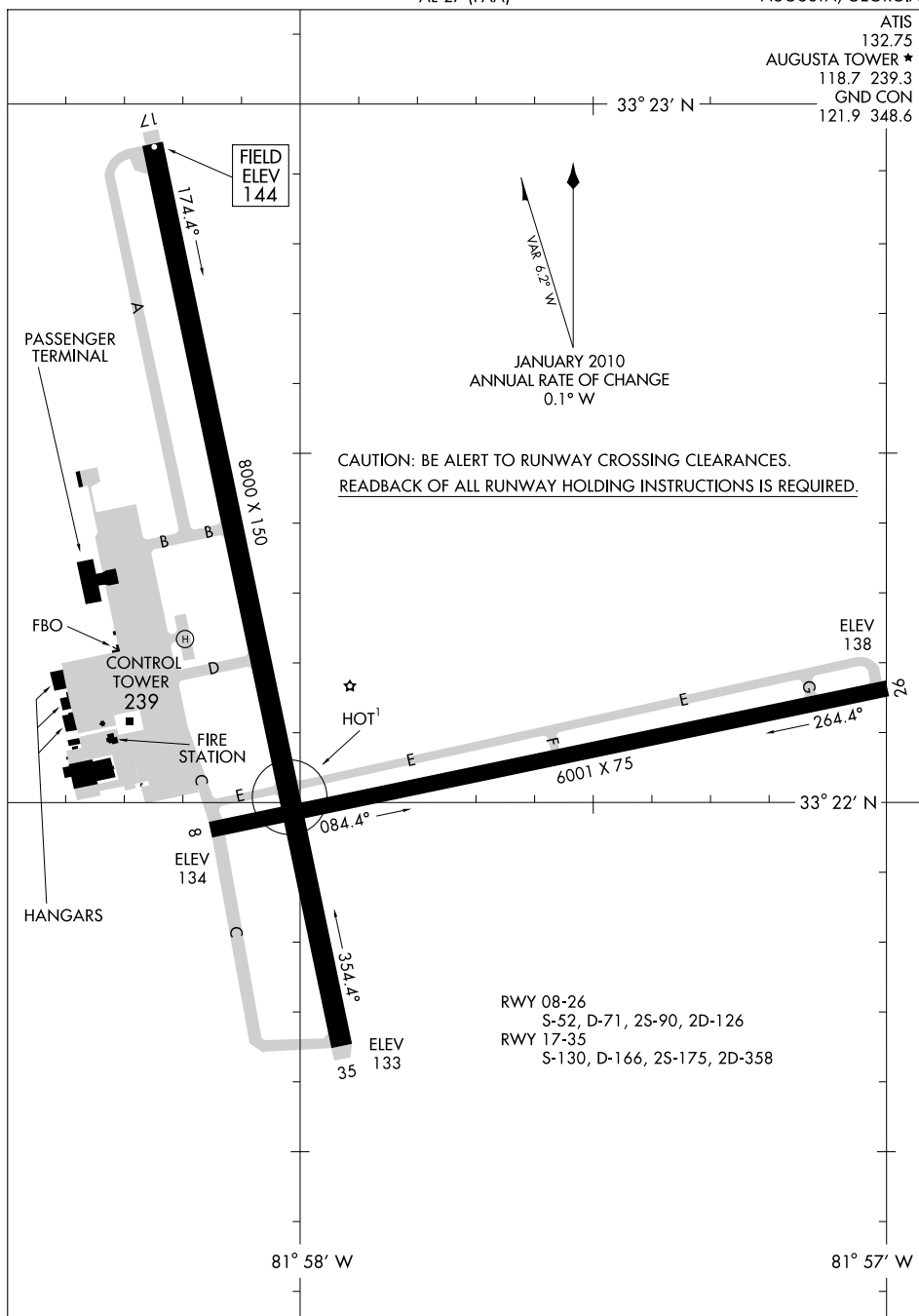
## AIRPORT DIAGRAM

AL-27 (FAA)

AUGUSTA RGNL AT BUSH FIELD (AGS)

AUGUSTA, GEORGIA

SE-4, 26 AUG 2010 to 23 SEP 2010



SE-4, 26 AUG 2010 to 23 SEP 2010

## AIRPORT DIAGRAM

AUGUSTA, GEORGIA  
AUGUSTA RGNL AT BUSH FIELD (AGS)

**PEACHTREE CITY—FALCON FLD** (FFC) 25 SW UTC-5(-4DT) N33°21.44' W84°34.31'

ATLANTA

808 B S4 FUEL 100LL, JET A+ OX 2 NOTAM FILE FFC

H-9A, 12F, L-18J, A

RWY 13-31: H5219X100 (ASPH) S-48, D-60 MIRL

IAP

RWY 13: REIL. PAPI (P4L)—GA 3.0°. Trees. Rgt tfc.

RWY 31: ODALS. PAPI (P4L)—GA 3.0°. Thld dspcd 200'. Trees.

AIRPORT REMARKS: Attended 1200-0100Z†. Deer on and invof arpt.

ARFF avbl on arpt. MIRL Rwy 13-31 preset on low ints

dusk-0300Z†; to increase ints and ACTIVATE after 0300Z†—CTAF. ACTIVATE ODALS Rwy 31; PAPI Rwy 13 and Rwy 31 and REIL Rwy 13—CTAF.

WEATHER DATA SOURCES: ASOS 118.525 (770) 487-1610.

COMMUNICATIONS: CTAF/UNICOM 123.05

Ⓡ ATLANTA APP/DEP CON 119.8 CLNC DEL 119.8

RADIO AIDS TO NAVIGATION: NOTAM FILE ATL.

ATLANTA (H) VORTAC 116.9 ATL Chan 116 N33°37.75'

W84°26.11' 203° 17.7 NM to fld. 1000/00E.

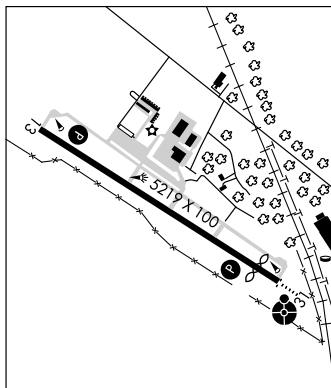
PECAT NDB (MHW/LOM) 316 FF N33°18.04' W84°29.19' 310°

5.5 NM to fld. NOTAM FILE MCN. NDB unmonitored

0200-1000Z†.

ILS/DME 111.95 I-FFC Chan 56(Y) Rwy 31. LOC only.

LOM PECAT NDB. LOC/DME unmonitored.

**AUGUSTA****AUGUSTA RGNL AT BUSH FLD** (AGS) 6 S UTC-5(-4DT) N33°22.20' W81°57.87'

CHARLOTTE

144 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 Class I, ARFF Index B

H-9B, 12F, L-24I

NOTAM FILE AGS

IAP, AD

RWY 17-35: H8000X150 (ASPH-GRVD) S-130, D-166, 2S-175, 2D-358 HIRL

RWY 17: MALSR. PAPI(P4L)—GA 3.0° TCH 71'. Tree.

RWY 35: MALSR. PAPI(P4L)—GA 3.0° TCH 72'. Trees.

RWY 08-26: H6001X75 (ASPH) S-52, D-71, 2S-90, 2D-126 MIRL

RWY 08: REIL. PAPI(P4L)—GA 3.0° TCH 64'. Trees.

RWY 26: REIL. PAPI(P4L)—TCH 64'. Trees.

AIRPORT REMARKS: Attended continuously. Birds on and invof arpt.

Seasonal heavy bird activity invof arpt November-March. PAPI Rwy 08, Rwy 17, Rwy 26 and Rwy 35 operate continuously. REIL Rwy 08 and Rwy 26, MIRL Rwy 08-26, and HIRL Rwy 17-35 operate continuously when twr clsd. ACTIVATE MALSR Rwy 17 and Rwy 35—CTAF.

WEATHER DATA SOURCES: ASOS (706) 790-0631. LLWAS.

COMMUNICATIONS: CTAF 118.7 ATIS 132.75 UNICOM 122.95

Ⓡ AUGUSTA APP/DEP CON 126.8 (170°-349°) 119.15 (350°-169°) (1145-0400Z†)

Ⓡ ATLANTA CENTER APP/DEP CON 128.1 (0400-1145Z†)

AUGUSTA TOWER 118.7 (1145-0400Z†) GND CON 121.9

AIRSPACE: CLASS D svc 1145-0400Z† other times CLASS E.

TRSA svc etc APP CON

RADIO AIDS TO NAVIGATION: NOTAM FILE AND.

COLLIERS (H) VORTAC 113.9 IRQ Chan 86 N33°42.44' W82°09.72' 158° 22.5 NM to fld. 428/04W.

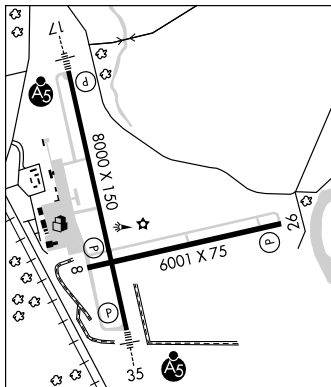
EMORY NDB (HW) 385 EMR N33°27.77' W81°59.81' 168° 5.8 NM to fld. NOTAM FILE MCN. Unmonitored when twr clsd.

BUSHE NDB (LOM) 233 AG N33°17.22' W81°56.81' 354° 5.1 NM to fld.

ILS 111.75 I-MZX Rwy 17. Class IB. ILS unmonitored when twr clsd.

ILS 110.5 I-AGS Rwy 35. Class IA. LOM BUSHE NDB. ILS unmonitored when twr clsd.

ASR (1145-0400Z†)



(CHATT2.CHATT) 08157

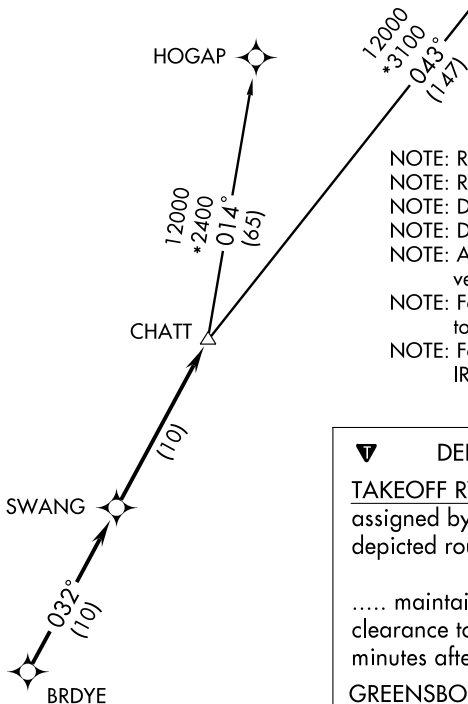
# CHATT TWO DEPARTURE (RNAV)

SL-27 (FAA)

AUGUSTA RGNL AT BUSH FIELD (AGS)  
AUGUSTA, GEORGIA

AUGUSTA TOWER★  
118.7 (CTAF) 239.3  
AUGUSTA DEP CON★  
126.8 270.3  
AUGUSTA RGNL CLNC DEL  
118.2

GREENSBORO  
GSO



- NOTE: RNAV 1.  
NOTE: RADAR Required.  
NOTE: DME/DME/IRU or GPS Required.  
NOTE: Do not exceed 230 KIAS until advised by ATC.  
NOTE: Aircraft departing AIK and AGS expect radar vectors to SWANG.  
NOTE: For Turbojet aircraft during Masters golf tournament week.  
NOTE: For non-GPS equipped aircraft: BZM, CLT, GRD, IRQ, and SPA DMEs must be operational.

NOTE: Chart not to scale



## DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RWY 8, 17, 26, 35:** Climb heading assigned by ATC, expect vectors to BRDYE, then via depicted route to CHATT. Thence....

..... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

GREENSBORO TRANSITION (CHATT2.GSO):

HOGAP TRANSITION (CHATT2.HOGAP):

### TAKEOFF OBSTACLE NOTES:

Rwy 8: Numerous trees beginning 560' from DER, 67' left of centerline, up to 80' AGL/209' MSL.

Numerous trees beginning 821' from DER, 124' right of centerline, up to 80' AGL/209' MSL.

Rwy 17: Numerous trees beginning 746' from DER, 616' left of centerline, up to 72' AGL/203' MSL.

Numerous trees beginning 1,700' from DER, 759' right of centerline, up to 82' AGL/216' MSL.

Rwy 26: Numerous trees beginning 993' from DER, 295' left of centerline, up to 85' AGL/219' MSL. Light pole and numerous trees beginning 1,016' from DER, 286' right of centerline, up to 71' AGL/205' MSL.

Trees 4,983' from DER, 1,396' left of centerline, 100' AGL/329' MSL. Trees 1.4 NM from DER, 169' right of centerline, 112' AGL/361' MSL.

### TAKEOFF MINIMUMS:

Rwy 17, 35: STANDARD

Rwy 8: STANDARD with a minimum climb of 392 feet per NM to 2600.

Rwy 26: 300-1¾ or STANDARD with a minimum climb of 308 feet per NM to 500.

# CHATT TWO DEPARTURE (RNAV)

(CHATT2.CHATT) 08157

AUGUSTA, GEORGIA  
AUGUSTA RGNL AT BUSH FIELD (AGS)

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010



# DOVER TWO DEPARTURE (RNAV)

(DOVER2.DOVER) 09071

SL-27 (FAA)

AUGUSTA RGNL AT BUSH FIELD (AGS)  
AUGUSTA, GEORGIA

SE-4, 26 AUG 2010 to 23 SEP 2010



AUGUSTA TOWER ★  
118.7 (CTAF) 239.3  
AUGUSTA DEP CON ★  
126.8 270.3  
AUGUSTA RGNL CLNC DEL  
118.2

## TAKEOFF MINIMUMS:

Rwys 17, 35: STANDARD.  
Rwy 8: STANDARD with minimum climb of 392 feet per NM to 2600.  
Rwy 26: 300-1¾ or STANDARD with minimum climb of 308 feet per NM to 500.

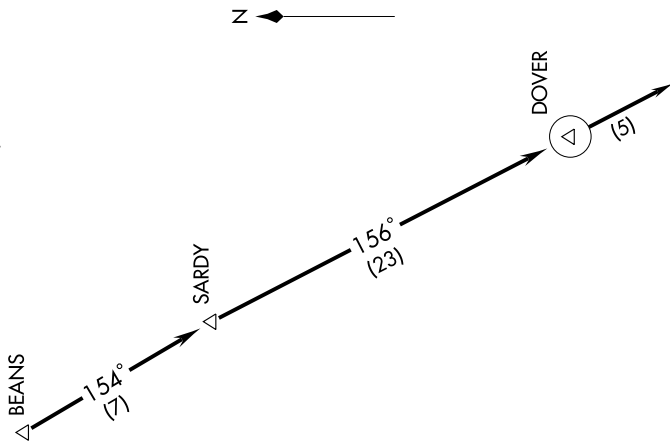
## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 8, 17, 26, 35: Climb heading assigned by ATC, expect vectors to BEANS, then via depicted route to DOVER, then fly heading 156°, expect radar vectors. Thence....

.... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

## TAKEOFF OBSTACLE NOTES:

Rwy 8: Numerous trees beginning 560 feet from DER, 67 feet left of centerline, up to 80 feet AGL/209 feet MSL. Numerous trees beginning 821 feet from DER, 124 feet right of centerline, up to 80 feet AGL/209 feet MSL.  
Rwy 17: Numerous trees beginning 746 feet from DER, 616 feet left of centerline, up to 72 feet AGL/203 feet MSL. Numerous trees beginning 1,700 feet from DER, 759 feet right of centerline, up to 82 feet AGL/216 feet MSL.  
Rwy 26: Numerous trees beginning 993 feet from DER, 295 feet left of centerline, up to 85 feet AGL/219 feet MSL. Light pole and numerous trees beginning 1,016 feet from DER, 286 feet right of centerline, up to 71 feet AGL/205 feet MSL. Trees 4,983 feet from DER, 1,396 feet left of centerline, 100 feet AGL/329 feet MSL. Trees 1.4 NM from DER, 169 feet right of centerline, 112 feet AGL/361 feet MSL.



NOTE: RNAV 1.  
NOTE: RADAR Required.  
NOTE: DME/DME/IRU or GPS Required.  
NOTE: Do not exceed 230 KIAS until advised by ATC.  
NOTE: For non-GPS equipped aircraft: DBN and IRQ DMEs must be operational.

NOTE: Chart not to scale.

SE-4, 26 AUG 2010 to 23 SEP 2010

# DOVER TWO DEPARTURE (RNAV)

(DOVER2.DOVER) 09071

AUGUSTA, GEORGIA  
AUGUSTA RGNL AT BUSH FIELD (AGS)



LOC I-AGS <b>110.5</b>	APP CRS <b>352°</b>	Rwy Idg TDZE <b>136</b> Apt Elev <b>145</b>
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# ILS or LOC RWY 35

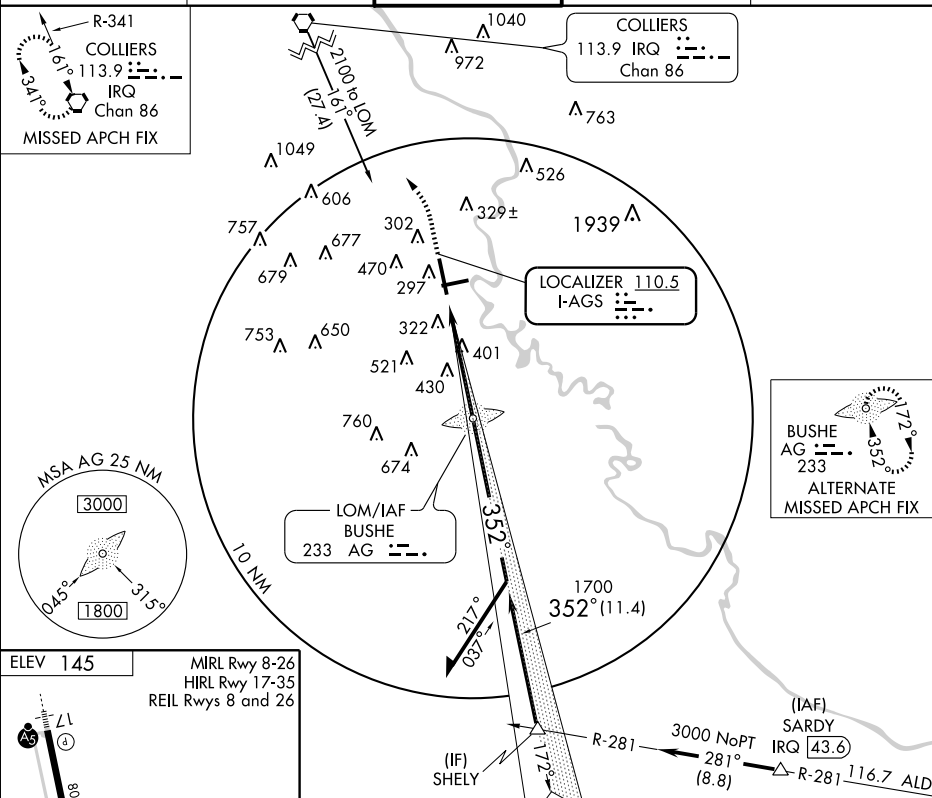
## AUGUSTA RGNL AT BUSH FIELD (AGS)

**▼** If local altimeter setting not received, use Daniel Field altimeter setting and increase DA to 391 feet; increase all MDAs 60 feet.  
**ASR** \* RVR 1800 authorized with the use of FD or AP or HUD to DA.

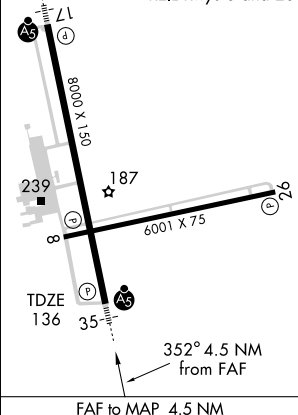


**MISSED APPROACH:** Climb to 600 then climbing left turn to 2100 direct IRQ VORTAC and hold.

ATIS <b>132.75</b>	AUGUSTA APP CON ★ <b>126.8 270.3</b>	AUGUSTA TOWER ★ <b>118.7 (CTAF) 239.3</b>	GND CON <b>121.9 348.6</b>	UNICOM <b>122.95</b>
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ELEV 145  
 MIRL Rwy 8-26  
 HIRL Rwy 17-35  
 REIL Rwy 8 and 26



Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

AUGUSTA, GEORGIA  
 Amdt 27A 10154

600	2100	IRQ 113.9	LOM	172°	Remain within 10 NM
VGSI and ILS glidepath not coincident.	1648	352°	2000	GS 3.00° TCH 55	
4.5 NM					
CATEGORY	A	B	C	D	
S-ILS 35	*336/24 200 (200-1/2)				
S-LOC 35	660/24	524 (600-1/2)	660/50 524 (600-1)	660/60 524 (600-1/4)	
CIRCLING	780-1	635 (700-1)	780-1 3/4 635 (700-1 3/4)	780-2 635 (700-2)	

AUGUSTA RGNL AT BUSH FIELD (AGS)

33° 22'N-81° 58'W

# ILS or LOC RWY 35

(JUNPR2.JUNPR) 09071

SL-27 (FAA)

# JUNPR TWO DEPARTURE (RNAV)

AUGUSTA RGNL AT BUSH FIELD (AGS)  
AUGUSTA, GEORGIA

AUGUSTA TOWER ★  
118.7 (CTAF) 239.3  
AUGUSTA DEP CON ★  
126.8 270.3  
AUGUSTA RGNL CLNC DEL  
118.2

## TAKEOFF MINIMUMS:

Rwys 17, 35: STANDARD.

Rwy 8: STANDARD with minimum climb of  
392 feet per NM to 2600.

Rwy 26: 300-1¾ or STANDARD with minimum  
climb of 308 feet per NM to 500.



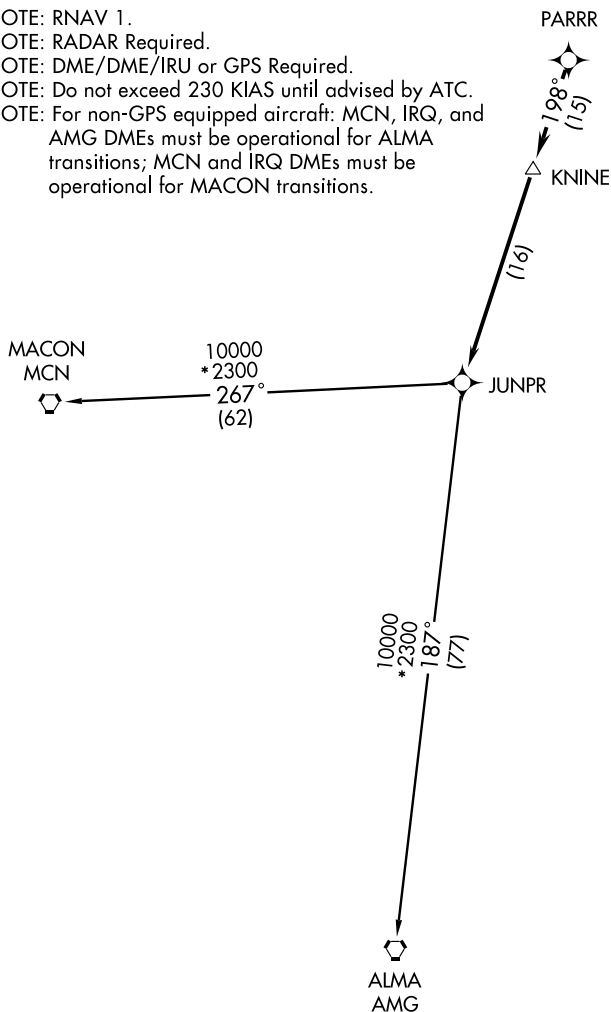
NOTE: RNAV 1.

NOTE: RADAR Required.

NOTE: DME/DME/IRU or GPS Required.

NOTE: Do not exceed 230 KIAS until advised by ATC.

NOTE: For non-GPS equipped aircraft: MCN, IRQ, and  
AMG DMEs must be operational for ALMA  
transitions; MCN and IRQ DMEs must be  
operational for MACON transitions.



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

# JUNPR TWO DEPARTURE (RNAV)

(JUNPR2.JUNPR) 09071

AUGUSTA, GEORGIA  
AUGUSTA RGNL AT BUSH FIELD (AGS)

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010

## JUNPR TWO DEPARTURE (RNAV)



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 8, 17, 26, 35: Climb heading assigned by ATC, expect vectors to PARRR, then via depicted route to JUNPR. Thence....

.... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

ALMA TRANSITION (JUNPR2.AMG):

MACON TRANSITION (JUNPR2.MCN):

TAKEOFF OBSTACLE NOTES:

Rwy 8: Numerous trees beginning 560' from DER, 67' left of centerline, up to 80' AGL/209' MSL. Numerous trees beginning 821' from DER, 124' right of centerline, up to 80' AGL/209' MSL.

Rwy 17: Numerous trees beginning 746' from DER, 616' left of centerline, up to 72' AGL/203' MSL. Numerous trees beginning 1,700' from DER, 759' right of centerline, up to 82' AGL/216' MSL.

Rwy 26: Numerous trees beginning 993' from DER, 295' left of centerline, up to 85' AGL/219' MSL. Light pole and numerous trees beginning 1,016' from DER, 286' right of centerline, up to 71' AGL/205' MSL. Trees 4,983' from DER, 1,396' left of centerline, 100' AGL/329' MSL. Trees 1.4 NM from DER, 169' right of centerline, 112' AGL/361' MSL.

**SE-4, 26 AUG 2010 to 23 SEP 2010**

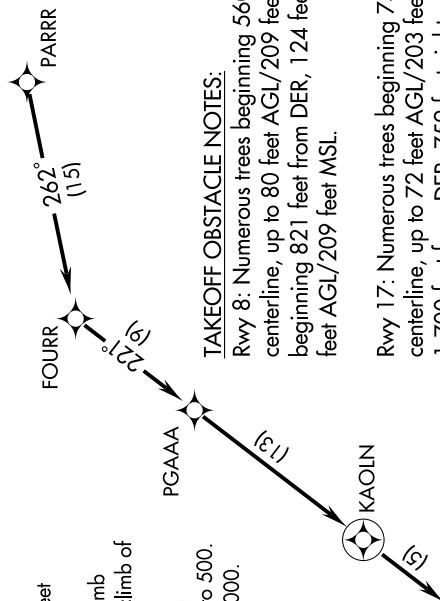
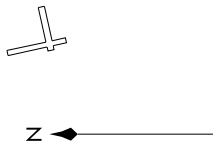


AUGUSTA TOWER ★  
118.7 (CTAF) 239.3  
AUGUSTA DEP CON ★  
126.8 270.3  
AUGUSTA RGNL CINCL DEL  
118.2

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 8, 17, 26, 35: Climb on assigned heading for radar vectors to PARRR, then via depicted route to KAOLN. Thence....

..... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.



### TAKEOFF MINIMUMS:

Rwys 17, 35: Standard. ATC climb of 489 feet per NM to 6000.

**Rwy 8:** Standard with minimum obstacle climb of 392 feet per NM to 2600. ATC climb of 489 feet per NM to 6000.

Rwy 26: 300-1<sup>3</sup>/<sub>4</sub> or Standard with minimum obstacle climb of 323 feet per NM to 500.  
ATC climb of 489 feet per NM to 6000.

### TAKEOFF OBSTACLE NOTES:

Rwy 8: Numerous trees beginning 560 feet from DER, 67 feet left of centerline, up to 80 feet AGL/209 feet MSL. Numerous trees beginning 821 feet from DER, 124 feet right of centerline, up to 80 feet AGL/209 feet MSL.

Rwy 17: Numerous trees beginning 746 feet from DER, 616 feet left of centerline, up to 72 feet AGL/ 203 feet MSL. Numerous trees beginning 1,700 feet from DER, 759 feet right of centerline, up to 82 feet AGL/216 feet MSL.

Rwy 26: Numerous trees beginning 993 feet from DER, 295 feet left of centerline, up to 85 feet AGL/219 feet MSL. Light pole and numerous trees beginning 1,016 feet from DER, 286 feet right of centerline, up to 771 feet AGL/205 feet MSL. Tree 4,983 feet from DER, 1,396 feet left of centerline, 100 feet AGL/329 feet MSL. Tree 1.4 NM from DER, 169 feet right of centerline, 112 feet AGL/361 feet MSL.

NOTE: RNAV 1.

NOTE: RADAR Required.

NOTE: DME/DME/IRU or GPS Required.

**NOTE:** Do not exceed 230 KIAS until advised by ATC.

NOTE: For Turbojet aircraft only

NOTE: For non-GPS equipped aircraft: CAE and IRQ DMEs must be operational.

NOTE: For use during Masters Golf Tournament week only.

NOTE: Chart not to scale.

SE-4 26 AUG 2010 to 23 SEP 2010

## KAOLN THREE DEPARTURE (RNAV)

(KAOLN3.KAOLN) 09351

AUGUSTA, GEORGIA  
AUGUSTA RGNL AT BUSH FIELD (AGS)

**RDBUD TWO DEPARTURE (RNAV)**

AUGUSTA TOWER★  
118.7 (CTAF) 239.3  
AUGUSTA DEP CON★  
126.8 270.3  
AUGUSTA RGNL CLNC DEL  
118.2

TAKEOFF MINIMUMS:

Rwys 17, 35: STANDARD.

Rwy 8: STANDARD with minimum climb of  
392 feet per NM to 2600.

Rwy 26: 300-1¾ or STANDARD with minimum  
climb of 308 feet per NM to 500.

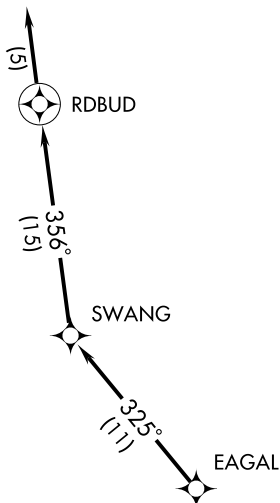
NOTE: RNAV 1.

NOTE: RADAR Required.

NOTE: DME/DME/IRU or GPS Required.

NOTE: Do not exceed 230 KIAS until advised by ATC.

NOTE: For Prop aircraft only during Masters golf  
tournament week.



NOTE: Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RWY 8, 17, 26, 35:** Climb heading assigned by ATC, expect vectors to EAGAL, then via depicted route to RDBUD, then fly heading 356°, expect radar vectors. Thence....

.... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

TAKEOFF OBSTACLE NOTES:

Rwy 8: Numerous trees beginning 560 feet from DER, 67 feet left of centerline, up to 80 feet AGL/209 feet MSL. Numerous trees beginning 821 feet from DER, 124 feet right of centerline, up to 80 feet AGL/209 feet MSL.

Rwy 17: Numerous trees beginning 746 feet from DER, 616 feet left of centerline, up to 72 feet AGL/203 feet MSL. Numerous trees beginning 1,700 feet from DER, 759 feet right of centerline, up to 82 feet AGL/216 feet MSL.

Rwy 26: Numerous trees beginning 993 feet from DER, 295 feet left of centerline, up to 85 feet AGL/219 feet MSL. Light pole and numerous trees beginning 1,016 feet from DER, 286 feet right of centerline, up to 71 feet AGL/205 feet MSL. Trees 4,983 feet from DER, 1,396 feet left of centerline, 100 feet AGL/329 feet MSL. Trees 1.4 NM from DER, 169 feet right of centerline, 112 feet AGL/361 feet MSL.

**RDBUD TWO DEPARTURE (RNAV)**

(RDBUD2.RDBUD) 09071

AUGUSTA, GEORGIA  
AUGUSTA RGNL AT BUSH FIELD (AGS)

APP CRS	Rwy ldg	<b>6001</b>
<b>082°</b>	TDZE	<b>137</b>
	Apt Elev	<b>145</b>

# RNAV (GPS) RWY 8

## AUGUSTA RGNL AT BUSH FIELD (AGS)

**⚠** Straight-in minimums NA at night. Circling to Rwy 8 NA at night.  
**⚠** NA When VGSI inoperative, circling Rwy 26 NA at night.  
 ASR GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 3000 direct NAPDE WP and climbing right turn via 116° track to FESOM WP and hold.

ATIS  
**132.75**

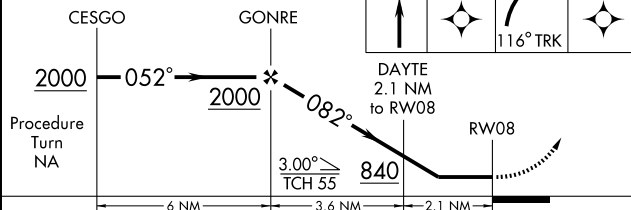
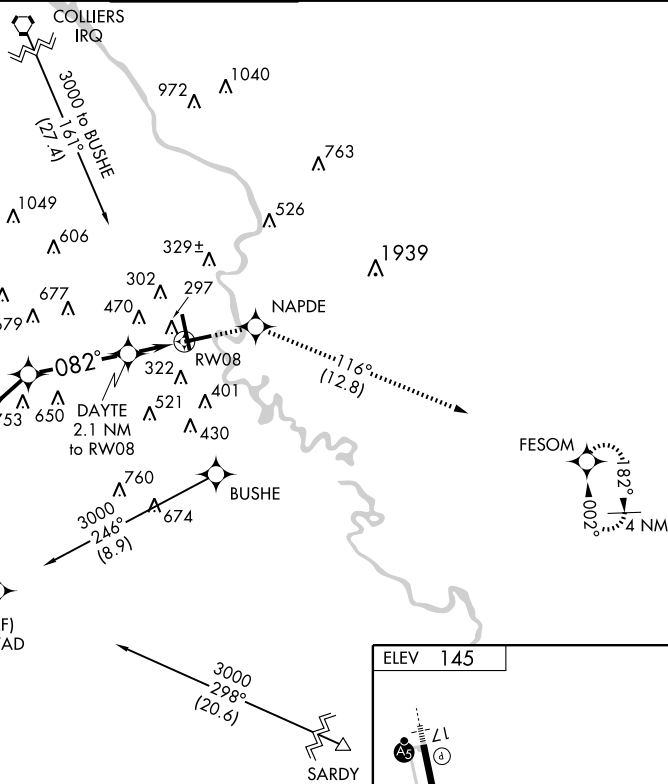
AUGUSTA APP CON ★  
**126.8 270.3**

AUGUSTA TOWER ★  
**118.7 (CTAF) 239.3**

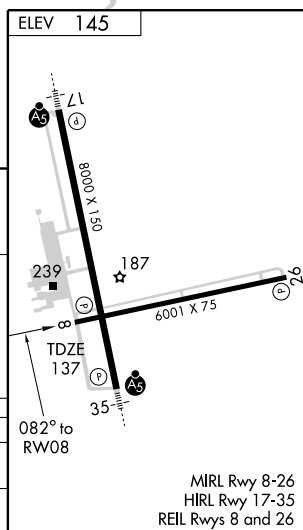
GND CON  
**121.9 348.6**

UNICOM  
**122.95**

Procedure NA for arrival on IRQ  
VORTAC airway radials 118  
CW 154.



CATEGORY	A	B	C	D
LNNAV MDA	700-1	563 (600-1)	700-1½ 563 (700-1½)	700-1¾ 563 (700-1¾)
CIRCLING	780-1	635 (700-1)	780-1¾ 635 (700-1¾)	780-2 635 (700-2)

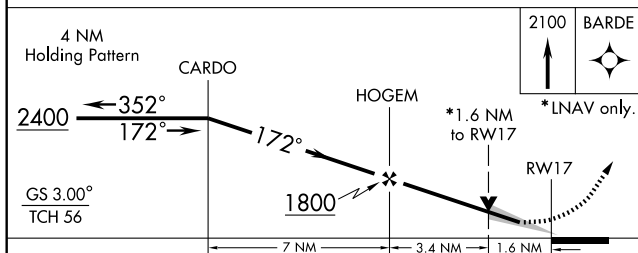
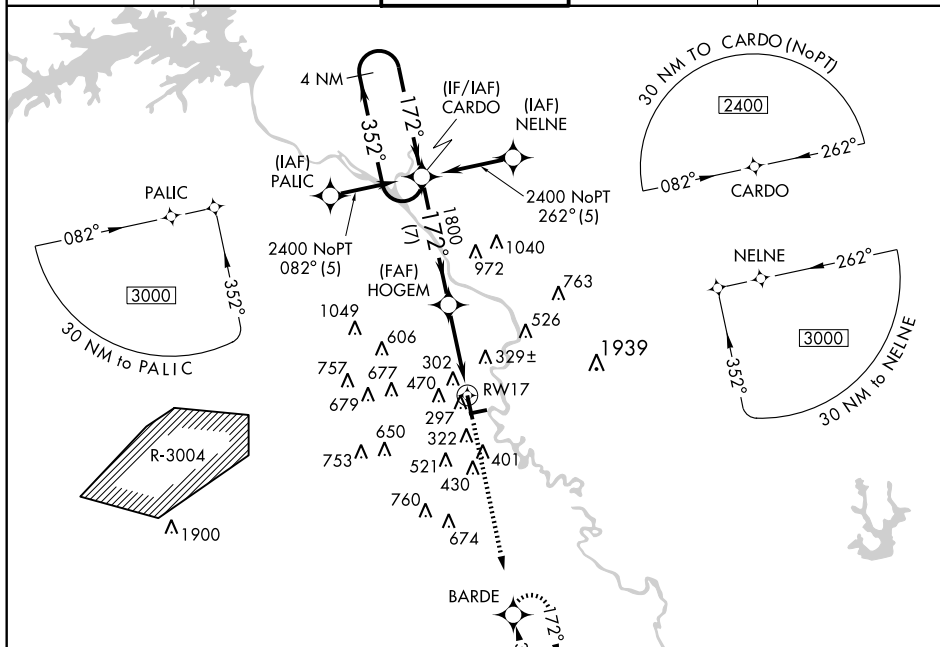




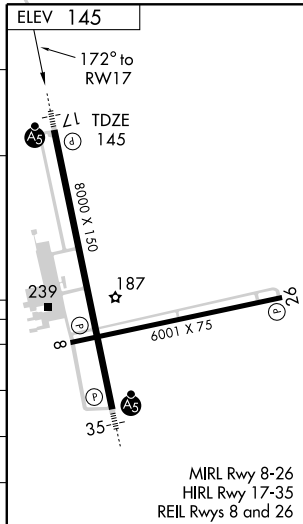
WAAS CH <b>77504</b> <b>W17A</b>	APP CRS <b>172°</b>	Rwy Idg <b>8000</b> TDZE <b>145</b> Apt Elev <b>145</b>
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RNAV (GPS) RWY 17  
AUGUSTA RGNL AT BUSH FIELD (AGS)

<div><div><div></div></div><div>ASR</div></div>	DME/DME RNP-0.3 NA. Baro-VNAV NA below -1.5°C (5°F). When VGSI inoperative, circling Rwy 26 NA at night. Circling to Rwy 8 NA at night.		<div><div><div></div></div><div>MALSR</div></div>	MISSED APPROACH: Climb to 2100 direct BARDE and hold.	
	ATIS 132.75	AUGUSTA APP CON ★ 126.8 270.3	AUGUSTA TOWER ★ 118.7 (CTAF) 0 239.3	GND CON 121.9 348.6	UNICOM 122.95



CATEGORY	A	B	C	D
LPV DA	400/24 255 (300-½)			
RNAV/ VNAV DA	700-1½ 555 (600-1½)			
RNAV MDA	700/24 555 (600-½)		700/50 555 (600-1)	700/60 555 (600-1¼)
CIRCLING	780-2 635 (700-2)			





WAAS CH <b>97303</b> <b>W35A</b>	APP CRS <b>352°</b>	Rwy Idg TDZE <b>136</b> Apt Elev <b>145</b>
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# RNAV (GPS) RWY 35

## AUGUSTA RGNL AT BUSH FIELD (AGS)

**ASR** DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F).  
When VGSI inoperative, circling Rwy 26 NA at night.  
Circling to Rwy 8 NA at night.

MALSR



MISSED APPROACH: Climb to  
2400 direct CARDO and hold.

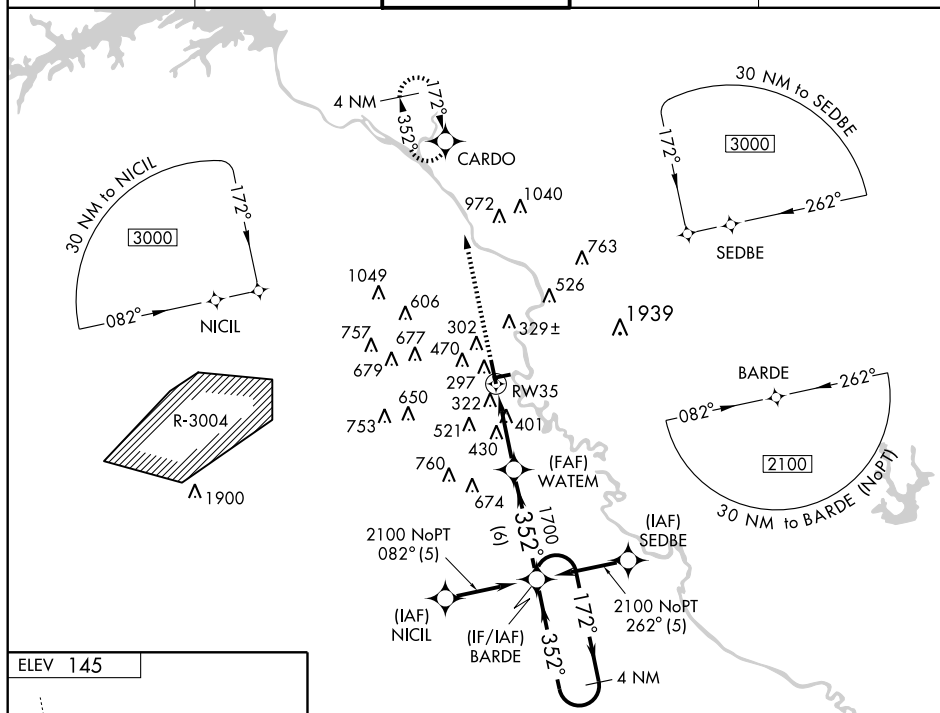
ATIS  
**132.75**

AUGUSTA APP CON ★  
**126.8 270.3**

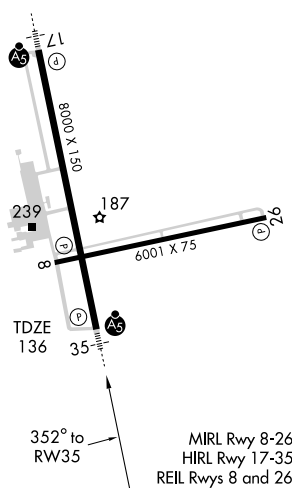
AUGUSTA TOWER ★  
**118.7 (CTAF) 239.3**

GND CON  
**121.9 348.6**

UNICOM  
**122.95**



ELEV 145



\*LNAV only.

\*1.6 NM to RW35

RW35

1.6 NM

3.1 NM

6 NM

CATEGORY

LPV DA

LNAV/ VNAV DA

LNAV MDA

CIRCLING

	A	B	C	D
LPV DA	430/24 294 (300-½)			
LNAV/ VNAV DA	680-1½ 544 (600-1½)			
LNAV MDA	700/24	564 (600-½)	700/50 564 (600-1)	700/60 564 (600-¼)
CIRCLING	780-2 635 (700-2)			

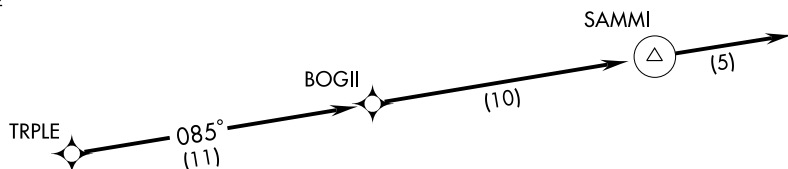
(SAMMI2.SAMMI) 08157

# SAMMI TWO DEPARTURE (RNAV)

AUGUSTA RGNL AT BUSH FIELD (AGS)

AUGUSTA, GEORGIA

AUGUSTA TOWER ★  
118.7 (CTAF) 239.3  
AUGUSTA DEP CON ★  
126.8 270.3  
AUGUSTA RGNL CLNC DEL  
118.2



## TAKEOFF MINIMUMS:

Rwy 17, 35: STANDARD.

Rwy 8: STANDARD with a minimum climb of 392 feet per NM to 2600.

Rwy 26: 300-1¾ or STANDARD with a minimum climb of 308 feet per NM to 500.

NOTE: RNAV 1.

NOTE: RADAR Required.

NOTE: DME/DME/IRU or GPS Required.

NOTE: Do not exceed 230 KIAS until advised by ATC.

NOTE: Aircraft departing AIK and AGS expect radar vectors to SAMMI.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 8, 17, 26, 35: Climb heading assigned by ATC, expect vectors to TRPLE, then via depicted route to SAMMI, then fly heading 085°, expect radar vectors. Thence....

.... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

## TAKEOFF OBSTACLE NOTES:

Rwy 8: Numerous trees beginning 560' from DER, 67' left of centerline, up to 80' AGL/209' MSL.

Numerous trees beginning 821' from DER, 124' right of centerline, up to 80' AGL/209' MSL.

Rwy 17: Numerous trees beginning 746' from DER, 616 left of centerline, up to 72' AGL/203' MSL.

Numerous trees beginning 1,700' from DER, 759' right of centerline, up to 82' AGL/216' MSL.

Rwy 26: Numerous trees beginning 993' from DER, 295' left of centerline, up to 85' AGL/219' MSL.

Light pole and numerous trees beginning 1,016' from DER, 286' right of centerline, up to 71' AGL/205' MSL.

Trees 4,983' from DER, 1,396' left of centerline, 100' AGL/329' MSL. Trees 1.4 NM from DER, 169' right of centerline, 112' AGL/361' MSL.

# SAMMI TWO DEPARTURE (RNAV)

(SAMMI2.SAMMI) 08157

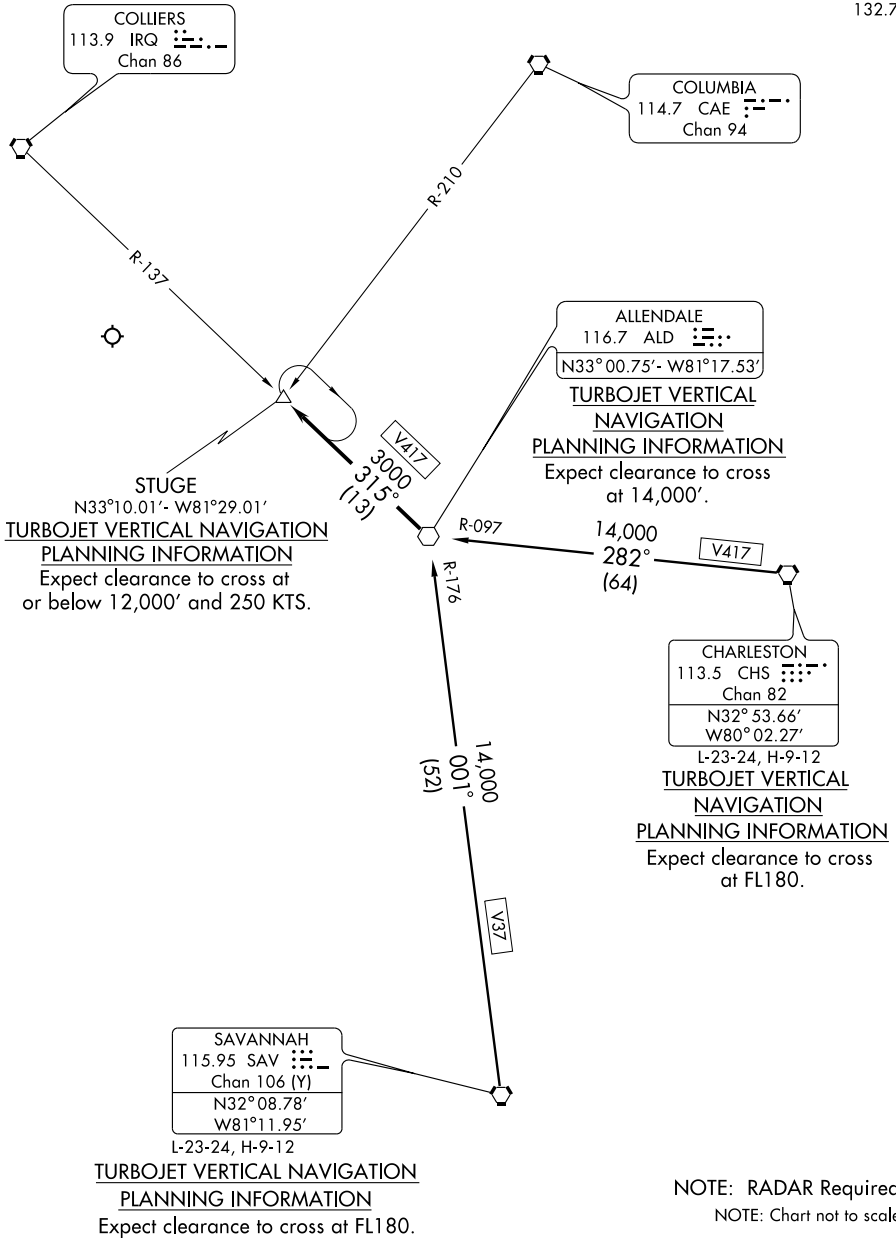
AUGUSTA, GEORGIA

AUGUSTA RGNL AT BUSH FIELD (AGS)

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010

## STUGE THREE ARRIVAL (STUGE.STUGE3)

AUGUSTA APP CON ★  
119.15 284.625  
AUGUSTA RGNL ATIS  
132.75

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010

## STUGE THREE ARRIVAL (STUGE.STUGE3)

AUGUSTA, GEORGIA  
AUGUSTA RGNL AT BUSH FIELD

**STUGE THREE ARRIVAL (STUGE.STUGE3)**

AUGUSTA, GEORGIA

**ARRIVAL DESCRIPTION**

CHARLESTON TRANSITION (CHS.STUGE3): From over CHS VORTAC via CHS R-282 and ALD R-097 to ALD VOR. Thence. . .

SAVANNAH TRANSITION (SAV.STUGE3): From over SAV VORTAC via SAV R-001 and ALD R-176 to ALD VOR. Thence. . .

. . . .From over ALD VOR via ALD R-315 to STUGE INT, MEA 3000. Expect radar vectors to final approach course.

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010

## STWRT TWO ARRIVAL (STWRT.STWRT2) ST-27 (FAA)

AUGUSTA, GEORGIA

AUGUSTA APP CON ★  
119.15 284.625  
AUGUSTA RGNL ATIS  
132.75

GREENSBORO  
116.2 GSO  
Chan 109  
N36°02.74' - W79°58.58'  
L-25-36, H-9-12

LIARS  
N34°47.21' - W80°36.23'

TURBOJET VERTICAL NAVIGATION  
PLANNING INFORMATION

Expect clearance to cross at or below FL180.

NOTE: RADAR and DME required.

NOTE: Chart not to scale.

FLORENCE  
115.2 FLO  
Chan 99  
N34°13.98' - W79°39.43'  
L-23-24-35-36, H-9-12

DOUGH  
N34°00.74' - W80°58.77'

COLLIERS  
113.9 IRQ  
Chan 86

CAE 21  
4 DME  
3000  
240  
(25)

DANIEL FIELD  
AUGUSTA RGNL  
AT BUSH FIELD

PAANE  
N33°30.09' - W81°43.80'

STWRT  
N33°38.12' - W81°28.63'  
TURBOJET VERTICAL NAVIGATION  
PLANNING INFORMATION  
Expect clearance to cross  
at 11000' and 250K.

COLUMBIA  
114.7 CAE  
Chan 94  
N33°51.44' - W81°03.23'  
L-23-24, H-9-12

TURBOJET VERTICAL NAVIGATION  
PLANNING INFORMATION  
Expect clearance to cross  
at or below 16000'.

COLUMBIA TRANSITION (CAE.STWRT2): From over CAE VORTAC via CAE R-240 to STWRT INT. Thence. . . .

FLORENCE TRANSITION (FLO.STWRT2): From over FLO VORTAC via FLO R-255 and CAE R-074 to CAE VORTAC, then via CAE R-240 to STWRT INT. Thence. . . .

GREENSBORO TRANSITION (GSO.STWRT2): From over GSO VORTAC via GSO R-205 to LIARS INT, then via CAE R-024 to CAE VORTAC, then via CAE R-240 to STWRT INT. Thence. . . .

. . . . from over STWRT INT, via the CAE R-240 to PAANE INT. Expect radar vectors to airport after PAANE.

## STWRT TWO ARRIVAL (STWRT.STWRT2)

AUGUSTA, GEORGIA

VORTAC IRQ	APP CRS	Rwy Idg	8000
113.9	157°	TDZE	145
Chan 86		Apt Elev	145

# VOR/DME RWY 17

## AUGUSTA RGNL AT BUSH FIELD (AGS)



ASR

ADF REQUIRED

MALSR



MISSED APPROACH: Climb to  
2000 direct AG LOM and hold.

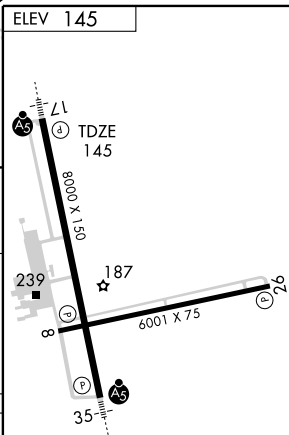
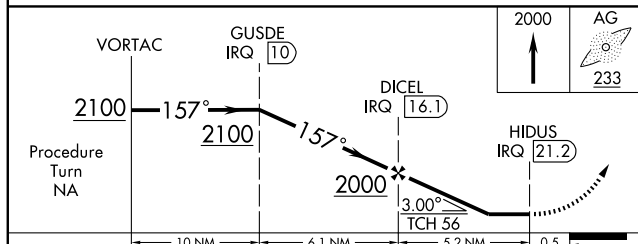
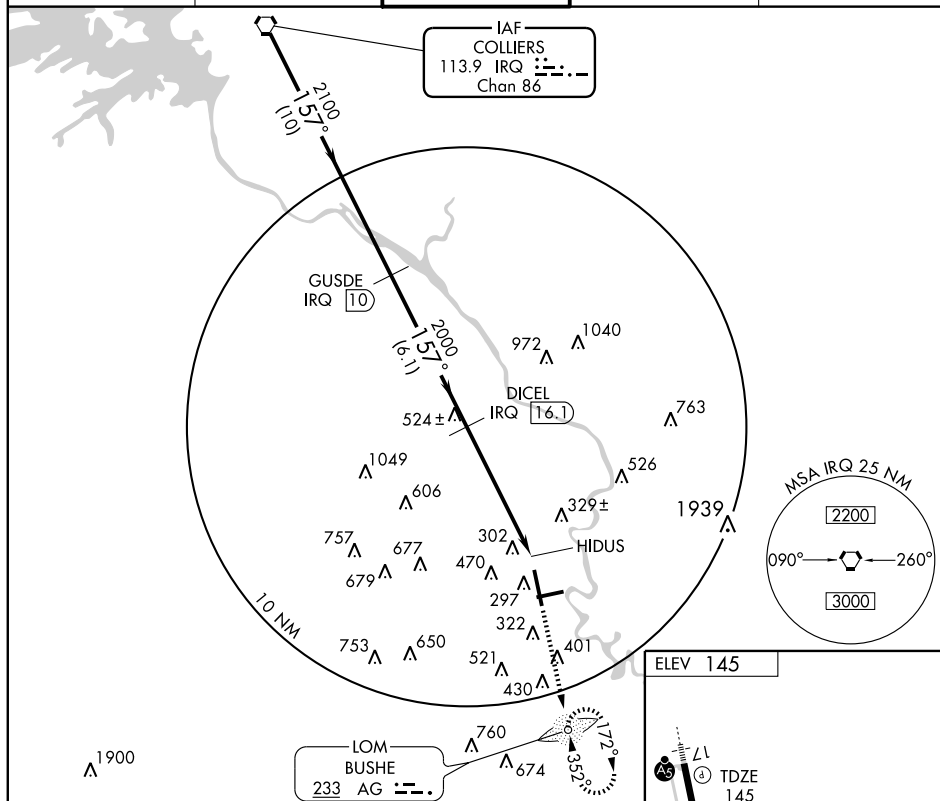
ATIS  
132.75

AUGUSTA APP CON ★  
126.8 270.3

AUGUSTA TOWER ★  
118.7 (CTAF) 239.3

GND CON  
121.9 348.6

UNICOM  
122.95



CATEGORY	A	B	C	D
S-17	720/24 575 (600-1/2)	720/40 575 (600-3/4)	720/50 575 (600-1)	720/60 575 (600-1 1/4)
CIRCLING	780-1 635 (700-1)	780-1 1/4 635 (700-1 1/4)	780-1 3/4 635 (700-1 3/4)	780-2 635 (700-2)

MIRL Rwy 8-26  
HIRL Rwy 17-35  
REIL Rwy 8 and 26



**DANIEL FLD** (DNL) 1 W UTC-5(-4DT) N33°27.99' W82°02.36'

ATLANTA

423 B S4 FUEL 100LL, JET A+ OX 4 NOTAM FILE DNL

L-241

RWY 05-23: H4002X100 (ASPH) S-12.5 MIRL 1.2% up NE

IAP

RWY 05: PAPI(P2L)—GA 3.0° TCH 30'. Thld dsplcd 200'. Tree.

RWY 23: PAPI(P2L)—GA 3.3° TCH 32'. Thld dsplcd 288'. Road.

RWY 11-29: H3738X100 (ASPH) S-12.5 MIRL

RWY 11: REIL. PAPI(P4L)—GA 3.0° TCH 46'. Thld dsplcd 326'. Fence.

RWY 29: REIL. Thld dsplcd 315'. Trees.

**AIRPORT REMARKS:** Attended 1200-dusk. Pilots should be alert for turbo-jet t/c transiting the t/c area enroute to Bush Field 6 miles S. Extension E end Rwy 11-29 unlgtd and unmarked. Rwy 29 REIL OTS indef. ACTIVATE MIRL Rwy 05-23 and Rwy 11-29, REIL Rwy 11 and Rwy 29 and PAPI Rwy 05, Rwy 23 and Rwy 11—CTAF.

**WEATHER DATA SOURCES:** ASOS 135.275 (706) 481-8629

**COMMUNICATIONS:** CTAF/UNICOM 123.05

RCO 122.3 (MACON RADIO)

Ⓡ AUGUSTA APP/DEP CON 126.8 (1145-0400Z‡)

Ⓡ ATLANTA CENTER APP/DEP CON 128.1 (0400-1145Z‡) CLNC DEL 128.1

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AND.

COLLIERS (H) VORTAC 113.9 IRQ Chan 86 N33°42.44'

W82°09.72' 161° 15.7 NM to fld. 428/04W.

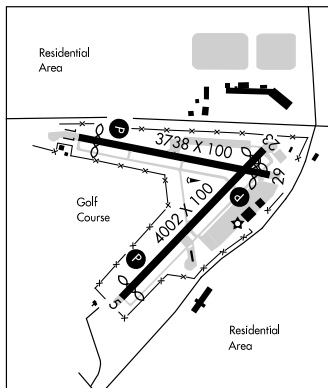
EMORY NDB (HW) 385 EMR N33°27.77' W81°59.81' 280° 2.1 NM to fld. NOTAM FILE MCN.

Unmonitored when AGS twr clsd.

BUSHE NDB (LOM) 233 AG N33°17.22' W81°56.81' 341° 11.7 NM to fld. NOTAM FILE AGS.

ASR (1145-0400Z‡)

**COMM/NAV/WEATHER REMARKS:** To obtain clearances and cancel flight plans from the ground ctc App Con.



**BACON CO** (See ALMA)

## BAINBRIDGE

**DECATUR CO INDUSTRIAL AIRPARK** (BGE) 6 NW UTC-5(-4DT) N30°58.30' W84°38.22'

JACKSONVILLE

141 B S2 FUEL 100LL, JET A+ TPA—See Remarks NOTAM FILE MCN

H-9A, L-21D, 221

RWY 09-27: H5502X149 (ASPH) S-24 MIRL

IAP

RWY 09: PAPI(P2L)—GA 3.0° TCH 40'. Trees.

RWY 27: MALSR PAPI(P2L)—GA 3.0° TCH 41'.

RWY 14-32: H5003X100 (ASPH) S-24

RWY 14: Trees. RWY 32: Trees.

**AIRPORT REMARKS:** Attended 1200-2300Z‡. Self svc fuel 24 hrs with credit card. For after hrs svc call 912-246-7442. Extensive student pilot training on and in/ovf arpt. Rwy 14-32 has 100' X 100' blast pads each end. TPA—1141(1000) for non-turbine acct, 1641(1500) for turbine acct. PAPI Rwy 09-27 opr cont and MIRL Rwy 09-27 preset med ints dusk-0300Z‡, to increase ints—CTAF. After 0300Z‡ ACTIVATE MIRL Rwy 09-27, PAPI Rwy 09 and PAPI Rwy 27—CTAF. MALSR Rwy 27—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 121.125 (229) 248-2104.

**COMMUNICATIONS:** CTAF/UNICOM: 122.975

Ⓡ TALLAHASSEE APP/DEP CON 128.7 (1100-0400Z‡)

JAX CENTER APP/DEP CON 128.625 (0400-1100Z‡)

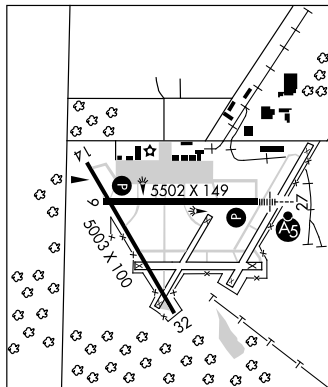
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MAI.

MARIANNA (L) VORTAC 114.0 MAI Chan 87 N30°47.17'

W85°07.47' 066° 27.5 NM to fld. 120/00E.

WILLIS NDB (MHW) 359 LYZ N30°58.36' W84°31.56' 273° 5.7 NM to fld. NOTAM FILE MCN.

**COMM/NAV/WEATHER REMARKS:** All acft operating locally at BGE must have a two-way radio capable of transmitting/receiving on CTAF frequency; one-stop transient acft are exempt from this requirement.



**BALDWIN CO** (See MILLEDGEVILLE)

**BARROW CO** (See WINDER)

## AZALA TWO DEPARTURE (RNAV)

AUGUSTA DEP CON ★  
126.8 270.3  
ATLANTA CENTER CLNC DEL ★  
128.1  
CTAF  
123.05

## TAKEOFF MINIMUMS:

Rwy 11, 29: STANDARD.

Rwy 5: 300-1 or STANDARD with a minimum climb of 385 feet per NM to 800.

Rwy 23: 600-3 or STANDARD with a minimum climb of 350 feet per NM to 1300.

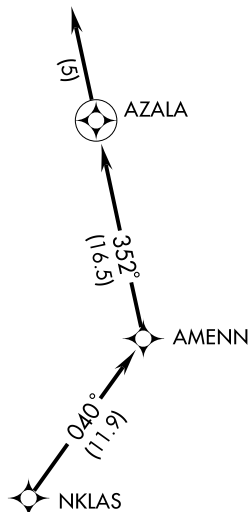
NOTE: RNAV 1.

NOTE: RADAR Required.

NOTE: DME/DME/IRU or GPS Required.

NOTE: Do not exceed 230 KIAS until advised by ATC.

NOTE: For Prop aircraft during Masters golf tournament week.



## TAKEOFF OBSTACLE NOTES:

**Rwy 5:** Rising terrain beginning 143' from DER, 260' right of centerline, 430' MSL. Building 315' from DER, 350' right of centerline, 50' AGL/479' MSL. Numerous trees beginning 992' from DER, 12' right of centerline, up to 100' AGL/569' MSL. Road and vehicle 348' from DER, on centerline 17' AGL/446' MSL. Terrain beginning 178' from DER, 134' left of centerline up to 466' MSL. Building 392' from DER, 207' left of centerline, 50' AGL/489' MSL. Numerous trees beginning 336' from DER, 12' left of centerline, up to 100' AGL/579' MSL.

**Rwy 11:** Hangar 7' from DER, 493' right of centerline, 50' AGL/479' MSL. Road and vehicle 253' from DER, on centerline, 17' AGL/446' MSL. Numerous trees beginning 449' from DER, 138' right of centerline, up to 100' AGL/529' MSL. Building 2,232' from DER, 480' right of centerline, 106' AGL/509' MSL. Terrain beginning 80' from DER, 146' left of centerline, up to 430' MSL. Building 251' from DER, 531' left of centerline, 50' AGL/479' MSL. Building 483' from DER, 286' left of centerline, 50' AGL/479' MSL. Numerous trees beginning 564' from DER, 145' left of centerline, up to 100' AGL/529' MSL.

**Rwy 23:** Tower 2.4 NM from DER, 3,437' right of centerline, 600' AGL/965' MSL. Numerous trees beginning 164' from DER, 10' left of centerline, up to 100' AGL/459' MSL. Numerous trees beginning 5' from DER, 113' right of centerline, up to 100' AGL/459' MSL. Building 279' from DER, 114' right of centerline, 50' AGL/409' MSL.

**Rwy 29:** Numerous trees beginning 7' from DER, 117' left of centerline up to 100' AGL/539' MSL. Building 311' from DER, 140' left of centerline, 50' AGL/459' MSL. Road and vehicle 4' from DER, 229' right of centerline, 17' AGL/446' MSL. Numerous trees beginning 31' from DER, 3' right of centerline, up to 100' AGL/539' MSL. Building 1,480' from DER, 793' right of centerline, 50' AGL/489' MSL.

NOTE: Chart not to scale

### DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RWY 5, 11, 23, 29:** Climb heading assigned by ATC, expect vectors to NKLAS, then via depicted route to AZALA, then fly heading 352°, expect radar vectors. Thence....

.... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

## AZALA TWO DEPARTURE (RNAV)

(AZALA2.AZALA) 08269

AUGUSTA, GEORGIA  
AUGUSTA/ DANIEL FIELD (DNL)

(CHATT2.CHATT) 08269

# CHATT TWO DEPARTURE (RNAV)

SL-28 (FAA)

AUGUSTA/ DANIEL FIELD (DNL)

AUGUSTA, GEORGIA

AUGUSTA DEP CON ★

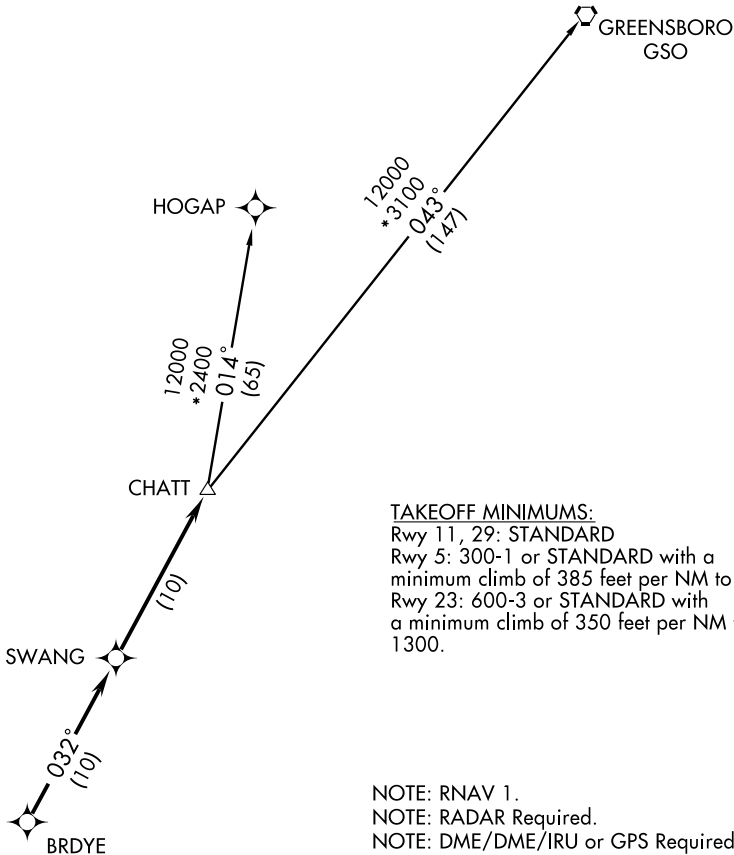
126.8 270.3

ATLANTA CENTER CLNC DEL ★

128.1

CTAF

123.05



## TAKEOFF MINIMUMS:

Rwy 11, 29: STANDARD

Rwy 5: 300-1 or STANDARD with a minimum climb of 385 feet per NM to 800.

Rwy 23: 600-3 or STANDARD with a minimum climb of 350 feet per NM to 1300.

NOTE: RNAV 1.

NOTE: RADAR Required.

NOTE: DME/DME/IRU or GPS Required.

NOTE: Do not exceed 230 KIAS until advised by ATC.

NOTE: For Turbojet aircraft during Masters golf tournament week.

NOTE: For non-GPS equipped aircraft: BZM, CLT, GRD, IRQ, and SPA DMEs must be operational.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

# CHATT TWO DEPARTURE (RNAV)

(CHATT2.CHATT) 08269

AUGUSTA, GEORGIA

AUGUSTA/ DANIEL FIELD (DNL)

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5, 11, 23, 29: Climb heading assigned by ATC, expect vectors to BRDYE, then via depicted route to CHATT. Thence....

..... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

GREENSBORO TRANSITION (CHATT2.GSO):

HOGAP TRANSITION (CHATT2.HOGAP):

### TAKEOFF OBSTACLE NOTES:

Rwy 5: Rising terrain beginning 143' from DER, 260' right of centerline, 430 MSL. Building 315' from DER, 350' right of centerline, 50' AGL/479' MSL. Numerous trees beginning 992' from DER, 12' right of centerline, up to 100' AGL/569' MSL. Road and vehicle 348' from DER, on centerline, 17' AGL/446' MSL. Terrain beginning 178' from DER, 134' left of centerline up to 466' MSL. Building 392' from DER, 207' left of centerline, 50' AGL/489' MSL. Numerous trees beginning 636' from DER, 12' left of centerline, up to 100' AGL/579' MSL.

Rwy 11: Hangar 7' from DER, 493' right of centerline, 50' AGL/479' MSL. Road and vehicle 253' from DER, on centerline, 17' AGL/446' MSL. Numerous trees beginning 449' from DER, 138' right of centerline, up to 100' AGL/529' MSL. Building 2,232' from DER, 480' right of centerline, 106' AGL/509' MSL. Terrain beginning 80' from DER, 146' left of centerline, up to 430' MSL. Building 251' from DER, 531' left of centerline, 50' AGL/479' MSL. Building 483' from DER, 286' left of centerline, 50' AGL/479' MSL. Numerous trees beginning 564' from DER, 145' left of centerline, up to 100' AGL/529' MSL.

Rwy 23: Tower 2.4 NM from DER, 3,437' right of centerline, 600' AGL/965' MSL. Numerous trees beginning 164' from DER, 10' left of centerline, up to 100' AGL/459' MSL. Numerous trees beginning 5' from DER, 113' right of centerline, up to 100' AGL/459' MSL. Building 279' from DER, 114' right of centerline, 50' AGL/409' MSL.

Rwy 29: Numerous trees beginning 7' from DER, 117' left of centerline, up to 100' AGL/539' MSL. Building 311' from DER, 140' left of centerline, 50' AGL/459' MSL. Road and vehicle 4' from DER, 229' right of centerline, 17' AGL/446' MSL. Numerous trees beginning 31' from DER, 3' right of centerline, up to 100' AGL/539' MSL. Building 1,480' from DER, 739' right of centerline, 50' AGL/489' MSL.

(MISTY3.HADOC) 09071

SL-28 (FAA)

AUGUSTA/ DANIEL FIELD (DNL)  
AUGUSTA, GEORGIA

## MISTY THREE DEPARTURE (RNAV)

AUGUSTA DEP CON ★  
126.8 270.3  
ATLANTA CENTER CLNC DEL ★  
128.1  
CTAF  
123.05

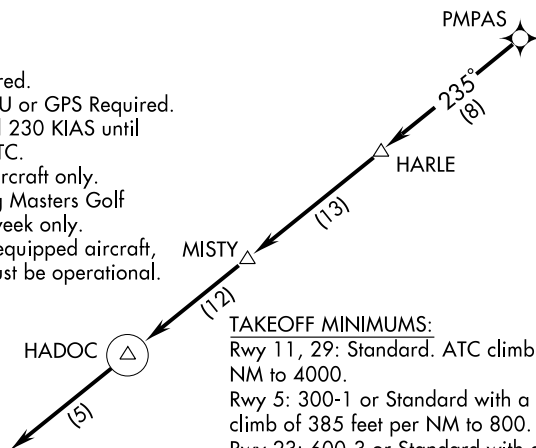
NOTE: RNAV 1.

NOTE: RADAR Required.

NOTE: DME/DME/IRU or GPS Required.

NOTE: Do not exceed 230 KIAS until  
advised by ATC.

NOTE: For turbojet aircraft only.

NOTE: For use during Masters Golf  
Tournament week only.NOTE: For non-GPS equipped aircraft,  
AHN DME must be operational.

## TAKEOFF MINIMUMS:

Rwy 11, 29: Standard. ATC climb of 210 feet per  
NM to 4000.Rwy 5: 300-1 or Standard with a minimum obstacle  
climb of 385 feet per NM to 800.Rwy 23: 600-3 or Standard with a minimum obstacle  
climb of 350 feet per NM to 1300.

## TAKEOFF OBSTACLE NOTES:

Rwy 5: Rising terrain beginning 143' from DER, 260' right of centerline, 430' MSL. Building 315' from DER, 350' right of centerline, 50' AGL/479' MSL. Numerous trees beginning 992' from DER, 12' right of centerline, up to 100' AGL/569' MSL. Road and vehicle 348' from DER, on centerline 17' AGL/446' MSL. Terrain beginning 178' from DER, 134' left of centerline up to 466' MSL. Building 392' from DER, 207' left of centerline, 50' AGL/489' MSL. Numerous trees beginning 636' from DER, 12' left of centerline, up to 100' AGL/579' MSL.

Rwy 11: Hangar 7' from DER, 493' right of centerline, 50' AGL/479' MSL. Road and vehicle 253' from DER, on centerline, 17' AGL/446' MSL. Numerous trees beginning 449' from DER, 138' right of centerline, up to 100' AGL/529' MSL. Building 2,232' from DER, 480' right of centerline, 106' AGL/509' MSL. Terrain beginning 80' from DER, 146' left of centerline, up to 430' MSL. Building 251' from DER, 531' left of centerline, 50' AGL/479' MSL. Building 483' from DER, 286' left of centerline, 50' AGL/479' MSL. Numerous trees beginning 564' from DER, 145' left of centerline, up to 100' AGL/529' MSL.

Rwy 23: Tower 2.4 NM from DER, 3,437' right of centerline, 600' AGL/965' MSL. Numerous trees beginning 164' from DER, 10' left of centerline, up to 100' AGL/459' MSL. Numerous trees beginning 5' from DER, 113' right of centerline, up to 100' AGL/459' MSL. Building 279' from DER, 114' right of centerline, 50' AGL/409' MSL.

Rwy 29: Numerous trees beginning 7' from DER, 117' left of centerline, up to 100' AGL/539' MSL. Building 311' from DER, 140' left of centerline, 50' AGL/459' MSL. Road and vehicle 4' from DER, 229' right of centerline, 17' AGL/446' MSL. Numerous trees beginning 31' from DER, 3' right of centerline, up to 100' AGL/539' MSL. Building 1,480' from DER, 793' right of centerline, 50' AGL/489' MSL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5, 11, 23, 29: Climb on assigned heading for radar vectors to PMPAS, then via depicted route to HADOC, thence....

.... maintain altitude assigned by ATC, expect clearance to filed altitude/flight level within 10 minutes after departure.

## MISTY THREE DEPARTURE (RNAV)

(MISTY3.HADOC) 09071

AUGUSTA, GEORGIA  
AUGUSTA/ DANIEL FIELD (DNL)

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010

NDB AG <b>233</b>	APP CRS <b>342°</b>	Rwy ldg TDZE Apt Elev	N/A N/A <b>423</b>
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# NDB/DME or GPS-C

AUGUSTA/ DANIEL FIELD (DNL)

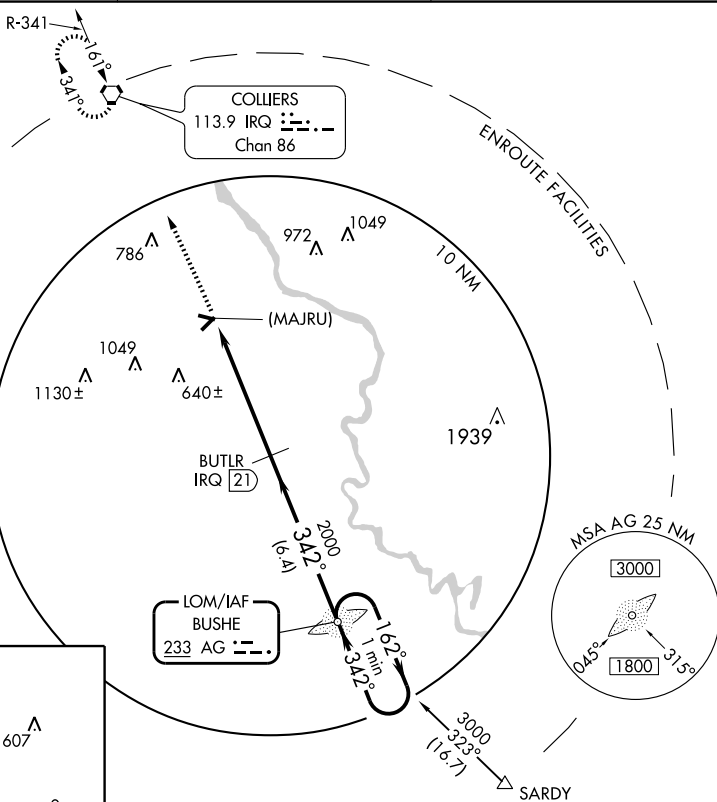
▼  
▲ NA  
ASR

MISSED APPROACH: Climb to 3000  
direct IRQ VORTAC and hold.

ASOS  
**135.275**

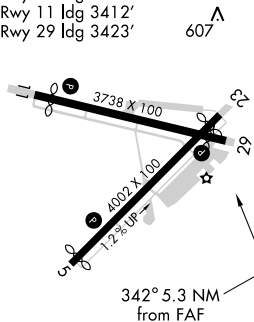
AUGUSTA APP CON★  
**126.8 270.3**

UNICOM  
**123.05** (CTAF) **1**



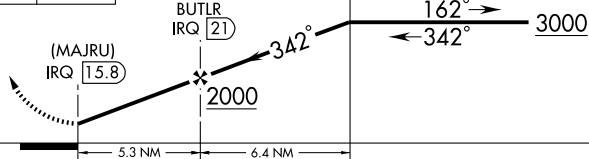
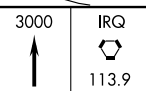
ELEV 423

Rwy 05 ldg 3802'  
Rwy 23 ldg 3714'  
Rwy 11 ldg 3412'  
Rwy 29 ldg 3423'



MIRL Rwy 11-29 and 5-23 **1**  
REIL Rwy 11 and 29 **1**

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
CIRCLING	940-1 517 (600-1)	940-1¼ 517 (600-1¼)	940-1½ 517 (600-1½)	1020-2 597 (600-2)

AUGUSTA, GEORGIA  
Amdt 3 08157

33° 28' N-82° 02' W

AUGUSTA/ DANIEL FIELD (DNL)  
NDB/DME or GPS-C

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010

NDB EMR <b>385</b>	APP CRS <b>104°</b>	Rwy Idg TDZE Apt Elev	<b>3412</b> <b>422</b> <b>423</b>
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# NDB or GPS RWY 11

AUGUSTA/ DANIEL FIELD (DNL)

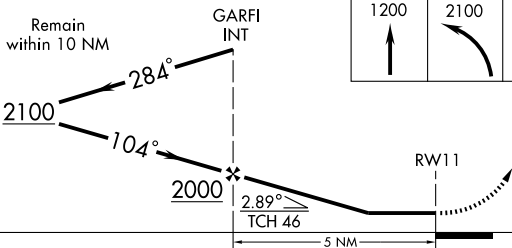
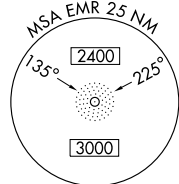
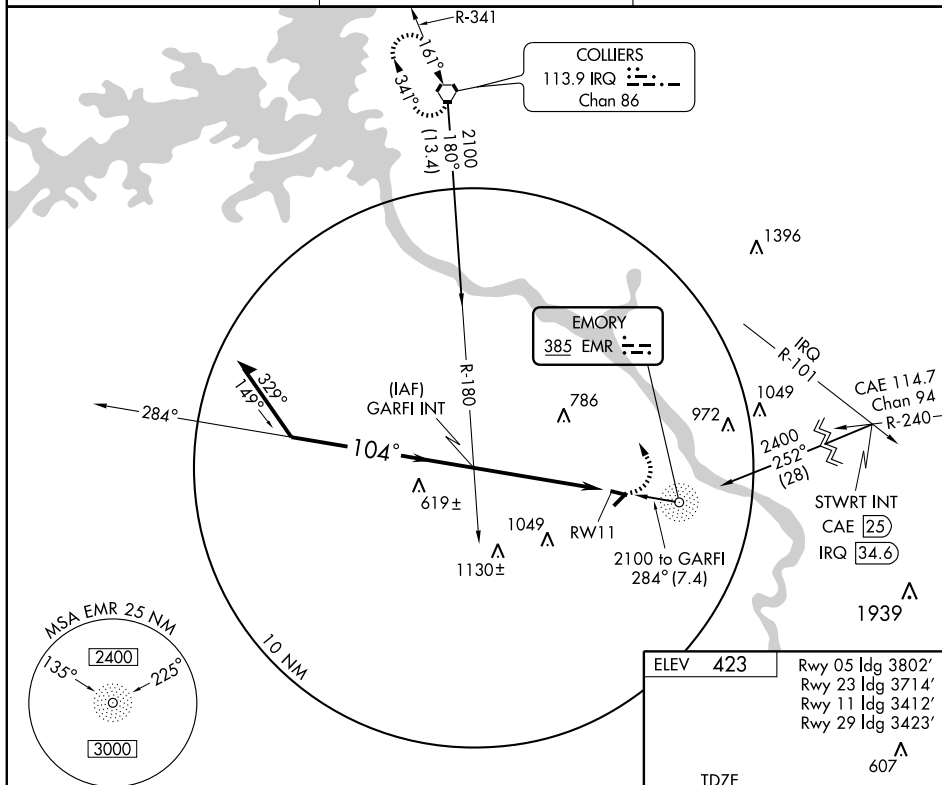
**▼**  
**▲** NA  
ASR

MISSED APPROACH: Climb to 1200 then climbing  
left turn to 2100 direct IRQ VORTAC and hold.

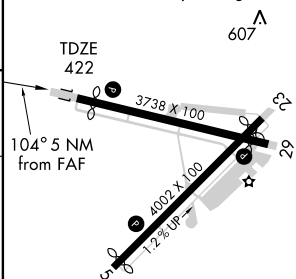
ASOS  
**135.275**

AUGUSTA APP CON ★  
**126.8 270.3**

UNICOM  
**123.05 (CTAF) ①**



ELEV 423  
Rwy 05 Idg 3802'  
Rwy 23 Idg 3714'  
Rwy 11 Idg 3412'  
Rwy 29 Idg 3423'



CATEGORY	A	B	C	D
S-11	980-1 558 (600-1)		980-1½ 558 (600-1½)	980-1¾ 558 (600-1¾)
CIRCUING	980-1 557 (600-1)		980-1½ 557 (500-1½)	1020-2 597 (600-2)

MIRL Rwy 11-29 and 5-23 ①  
REIL Rwy 11 and 29 ①

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

AUGUSTA DEP CON ★  
 126.8 270.3  
 ATLANTA CENTER CLNC DEL ★  
 128.1  
 CTAF  
 123.05

# TAKEOFF MINIMUMS:

Rwy 11, 29: STANDARD.

Rwy 5: 300-1 or STANDARD with minimum climb of 385 feet per NM to 800.

Rwy 23: 600-3 or STANDARD with minimum climb of 350 feet per NM to 1300.

NOTE: RNAV 1.

NOTE: RADAR Required.

NOTE: DME/DME/IRU or GPS Required.

NOTE: Do not exceed 230 KIAS until advised by ATC.

NOTE: For Prop aircraft during Masters golf tournament week.

NOTE: For non-GPS equipped aircraft: IRQ and DBN DMEs must be operational.



## TAKEOFF OBSTACLE NOTES:

Rwy 5: Rising terrain beginning 143' from DER, 260' right of centerline, 430' MSL. Building 315' from DER, 350' right of centerline, 50' AGL/479' MSL. Numerous trees beginning 992' from DER, 12' right of centerline, up to 100' AGL/569' MSL. Road and vehicle 348' from DER, on centerline 17' AGL/446' MSL. Terrain beginning 178' from DER, 134' left of centerline up to 466' MSL. Building 392' from DER, 207' left of centerline, 50' AGL/489' MSL. Numerous trees beginning 636' from DER, 12' left of centerline, up to 100' AGL/579' MSL.

Rwy 11: Hangar 7' from DER, 493' right of centerline, 50' AGL/479' MSL. Road and vehicle 253' from DER, on centerline, 17' AGL/446' MSL. Numerous trees beginning 449' from DER, 138' right of centerline, up to 100' AGL/529' MSL. Building 2,232' from DER, 480' right of centerline, 106' AGL/509' MSL. Terrain beginning 80' from DER, 146' left of centerline, up to 430' MSL. Building 251' from DER, 531' left of centerline, 50' AGL/479' MSL. Building 483' from DER, 286' left of centerline, 50' AGL/479' MSL. Numerous trees beginning 564' from DER, 145' left of centerline, up to 100' AGL/529' MSL.

Rwy 23: Tower 2.4 NM from DER, 3,437' right of centerline, 600' AGL/965' MSL. Numerous trees beginning 164' from DER, 10' left of centerline, up to 100' AGL/459' MSL. Numerous trees beginning 5' from DER, 113' right of centerline, up to 100' AGL/459' MSL. Building 279' from DER, 114' right of centerline, 50' AGL/409' MSL.

Rwy 29: Numerous trees beginning 7' from DER, 117' left of centerline up to 100' AGL/539' MSL. Building 311' from DER, 140' left of centerline, 50' AGL/459' MSL. Road and vehicle 4' from DER, 229' right of centerline, 17' AGL/446' MSL. Numerous trees beginning 31' from DER, 3' right of centerline, up to 100' AGL/539' MSL. Building 1,480' from DER, 793' right of centerline, 50' AGL/489' MSL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5, 11, 23, 29: Climb heading assigned by ATC, expect vectors to PMPAS, then via depicted route to NDINA, then fly heading 273°, expect radar vectors. Thence....

.... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.



(SAMMI2.SAMMI) 08269

SL-28 (FAA)

AUGUSTA/ DANIEL FIELD (DNL)

# SAMMI TWO DEPARTURE (RNAV)

AUGUSTA, GEORGIA

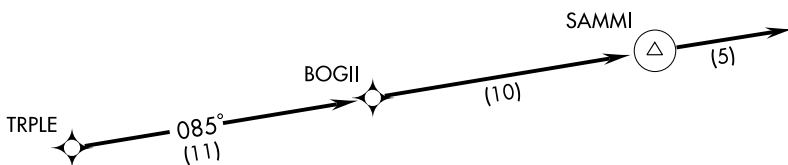
AUGUSTA DEP CON ★  
126.8 270.3  
ATLANTA CENTER CLNC DEL ★  
128.1  
CTAF  
123.05

## TAKEOFF MINIMUMS:

Rwy 11, 29: STANDARD.

Rwy 5: 300-1 or STANDARD with a  
minimum climb of 385 feet per NM to 800.

Rwy 23: 600-3 or STANDARD with  
a minimum climb of 350 feet per NM to  
1300.



NOTE: RNAV 1.

NOTE: RADAR Required.

NOTE: DME/DME/IRU or GPS Required.

NOTE: Do not exceed 230 KIAS until advised by ATC.

NOTE: Chart not to scale.



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5, 11, 23, 29: Climb heading assigned by ATC, expect vectors to TRPLE, then via depicted route to SAMMI, then fly heading 085°, expect radar vectors. Thence....

.... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

(NARRATIVE ON FOLLOWING PAGE)

# SAMMI TWO DEPARTURE (RNAV)

(SAMMI2.SAMMI) 08269

AUGUSTA, GEORGIA

AUGUSTA/ DANIEL FIELD (DNL)

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010

## SAMMI TWO DEPARTURE (RNAV)

TAKEOFF OBSTACLE NOTES:

Rwy 5: Rising terrain beginning 143' from DER, 260' right of centerline, 430' MSL. Building 315' from DER, 350' right of centerline, 50' AGL/479' MSL. Numerous trees beginning 992' from DER, 12' right of centerline, up to 100' AGL/569' MSL. Road and vehicle 348' from DER, on centerline 17' AGL/446' MSL. Terrain beginning 178' from DER, 134' left of centerline up to 466' MSL. Building 392' from DER, 207' left of centerline, 50' AGL/489' MSL. Numerous trees beginning 636' from DER, 12' left of centerline, up to 100' AGL/579' MSL.

Rwy 11: Hangar 7' from DER, 493' right of centerline, 50' AGL/479' MSL. Road and vehicle 253' from DER, on centerline, 17' AGL/446' MSL. Numerous trees beginning 449' from DER, 138' right of centerline, up to 100' AGL/529' MSL. Building 2,232' from DER, 480' right of centerline, 106' AGL/509' MSL. Terrain beginning 80' from DER, 146' left of centerline, up to 430' MSL. Building 251' from DER, 531' left of centerline, 50' AGL/479' MSL. Building 483' from DER, 286' left of centerline, 50' AGL/479' MSL. Numerous trees beginning 564' from DER, 145' left of centerline, up to 100' AGL/529' MSL.

Rwy 23: Tower 2.4 NM from DER, 3,437' right of centerline, 600' AGL/965' MSL. Numerous trees beginning 164' from DER, 10' left of centerline, up to 100' AGL/459' MSL. Numerous trees beginning 5' from DER, 113' right of centerline, up to 100' AGL/459' MSL. Building 279' from DER, 114' right of centerline, 50' AGL/409' MSL.

Rwy 29: Numerous trees beginning 7' from DER, 117' left of centerline up to 100' AGL/539' MSL. Building 311' from DER, 140' left of centerline, 50' AGL/459' MSL. Road and vehicle 4' from DER, 229' right of centerline, 17' AGL/446' MSL. Numerous trees beginning 31' from DER, 3' right of centerline, up to 100' AGL/539' MSL. Building 1,480' from DER, 793' right of centerline, 50' AGL/489' MSL.

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010

## STWRT TWO ARRIVAL (STWRT.STWRT2) ST-27 (FAA)

AUGUSTA, GEORGIA

AUGUSTA APP CON ★  
119.15 284.625  
AUGUSTA RGNL ATIS  
132.75

GREENSBORO  
116.2 GSO  
Chan 109  
N36°02.74' - W79°58.58'  
L-25-36, H-9-12

LIARS  
N34°47.21' - W80°36.23'

TURBOJET VERTICAL NAVIGATION  
PLANNING INFORMATION

Expect clearance to cross at or below FL180.

NOTE: RADAR and DME required.

NOTE: Chart not to scale.

FLORENCE  
115.2 FLO  
Chan 99  
N34°13.98' - W79°39.43'  
L-23-24-35-36, H-9-12

DOUGH  
N34°00.74' - W80°58.77'

COLLIERS  
113.9 IRQ  
Chan 86

DANIEL FIELD  
AUGUSTA RGNL  
AT BUSH FIELD

PAANE  
N33°30.09' - W81°43.80'

STWRT  
N33°38.12' - W81°28.63'  
TURBOJET VERTICAL NAVIGATION  
PLANNING INFORMATION  
Expect clearance to cross  
at 11000' and 250K.

COLUMBIA  
114.7 CAE  
Chan 94  
N33°51.44' - W81°03.23'  
L-23-24, H-9-12

TURBOJET VERTICAL NAVIGATION  
PLANNING INFORMATION  
Expect clearance to cross  
at or below 16000'.

COLUMBIA TRANSITION (CAE.STWRT2): From over CAE VORTAC via CAE R-240 to STWRT INT. Thence. . . .

FLORENCE TRANSITION (FLO.STWRT2): From over FLO VORTAC via FLO R-255 and CAE R-074 to CAE VORTAC, then via CAE R-240 to STWRT INT. Thence. . . .

GREENSBORO TRANSITION (GSO.STWRT2): From over GSO VORTAC via GSO R-205 to LIARS INT, then via CAE R-024 to CAE VORTAC, then via CAE R-240 to STWRT INT. Thence. . . .

. . . . from over STWRT INT, via the CAE R-240 to PAANE INT. Expect radar vectors to airport after PAANE.

## STWRT TWO ARRIVAL (STWRT.STWRT2)

AUGUSTA, GEORGIA

VORTAC IRQ <b>113.9</b> Chan <b>86</b>	APP CRS <b>161°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>423</b>
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# VOR/DME or GPS-B

AUGUSTA/ DANIEL FIELD (DNL)

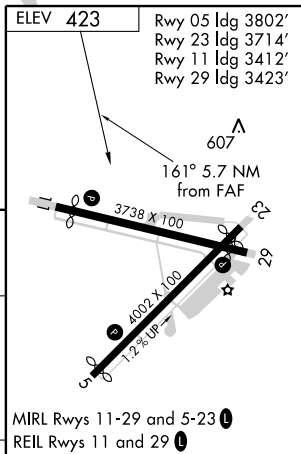
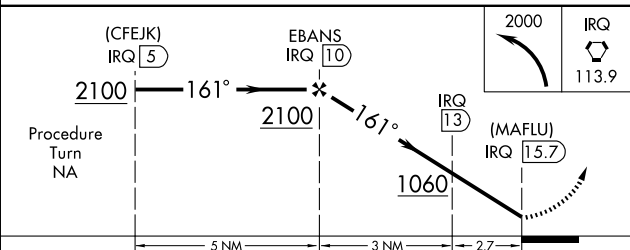
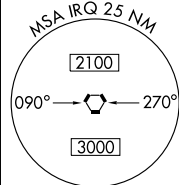
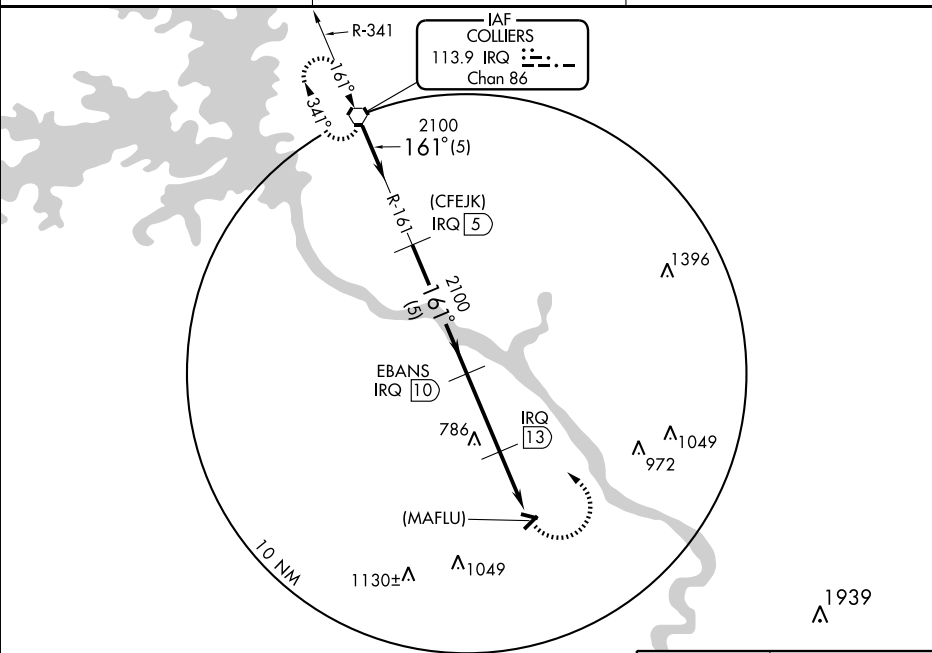
**NA**  
ASR

MISSED APPROACH: Climbing left turn  
to 2000 direct IRQ VORTAC and hold.

ASOS  
**135.275**

AUGUSTA APP CON ★  
**126.8 270.3**

UNICOM  
**123.05** (CTAF) **0**



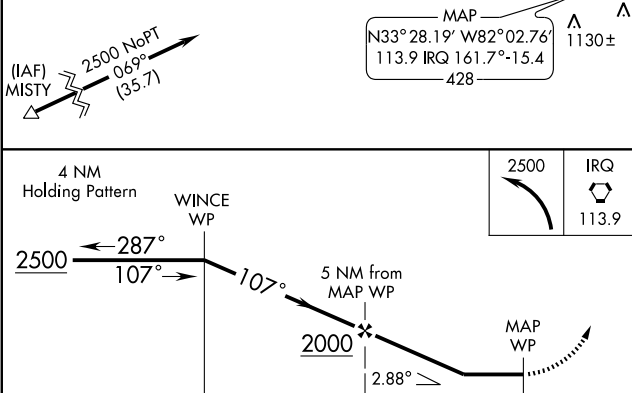
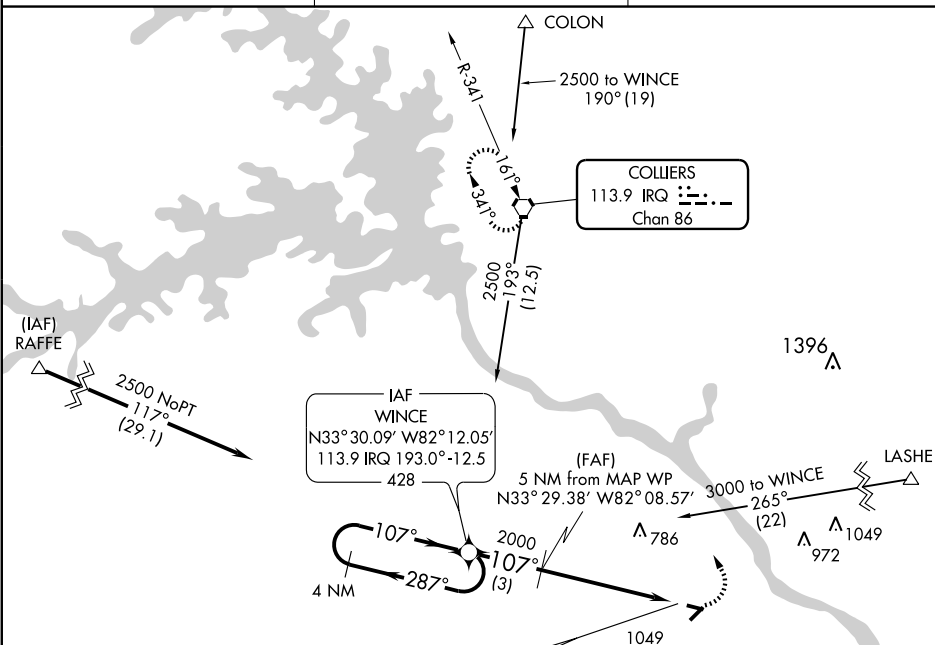
CATEGORY	A	B	C	D	Knots	60	90	120	150	180
CIRCUING	920-1	496 (500-1)	920-1½ 496 (500-1½)	1020-2 597 (600-2)	Min:Sec					

VORTAC IRQ <b>113.9</b> Chan <b>86</b>	APP CRS <b>107°</b>	Rwy Idg TDZE <b>422</b> Apt Elev <b>423</b>	<b>3412</b>
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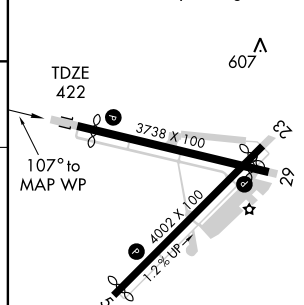
## VOR/DME RNAV RWY 11

AUGUSTA/DANIEL FIELD (DNL)

NA ASR		MISSED APPROACH: Climbing left turn to 2500 direct IRQ VORTAC and hold.	
ASOS <b>135.275</b>	AUGUSTA APP CON ★ <b>126.8 270.3</b>	UNICOM <b>123.05</b> (CTAF)	



ELEV 423	Rwy 05 Idg 3802'
	Rwy 23 Idg 3714'
	Rwy 11 Idg 3412'
	Rwy 29 Idg 3423'



CATEGORY	A	B	C	D
S-11	1140-1	718 (800-1)	1140-2 718 (800-2)	1140-2½ 718 (800-2½)
CIRCLING	1140-1	717 (800-1)	1140-2 717 (800-2)	1140-2½ 717 (800-2½)

MIRL Rwy 11-29 and 5-23

REIL Rwy 11 and 29

**DANIEL FLD** (DNL) 1 W UTC-5(-4DT) N33°27.99' W82°02.36'

ATLANTA

423 B S4 FUEL 100LL, JET A+ OX 4 NOTAM FILE DNL

L-241

RWY 05-23: H4002X100 (ASPH) S-12.5 MIRL 1.2% up NE

IAP

RWY 05: PAPI(P2L)—GA 3.0° TCH 30'. Thld dsplcd 200'. Tree.

RWY 23: PAPI(P2L)—GA 3.3° TCH 32'. Thld dsplcd 288'. Road.

RWY 11-29: H3738X100 (ASPH) S-12.5 MIRL

RWY 11: REIL. PAPI(P4L)—GA 3.0° TCH 46'. Thld dsplcd 326'. Fence.

RWY 29: REIL. Thld dsplcd 315'. Trees.

**AIRPORT REMARKS:** Attended 1200-dusk. Pilots should be alert for turbo-jet t/c transiting the t/c area enroute to Bush Field 6 miles S. Extension E end Rwy 11-29 unlgtd and unmarked. Rwy 29 REIL OTS indef. ACTIVATE MIRL Rwy 05-23 and Rwy 11-29, REIL Rwy 11 and Rwy 29 and PAPI Rwy 05, Rwy 23 and Rwy 11—CTAF.

**WEATHER DATA SOURCES:** ASOS 135.275 (706) 481-8629

**COMMUNICATIONS:** CTAF/UNICOM 123.05

RCO 122.3 (MACON RADIO)

Ⓡ AUGUSTA APP/DEP CON 126.8 (1145-0400Z‡)

Ⓡ ATLANTA CENTER APP/DEP CON 128.1 (0400-1145Z‡) CLNC DEL 128.1

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AND.

COLLIERS (H) VORTAC 113.9 IRQ Chan 86 N33°42.44'

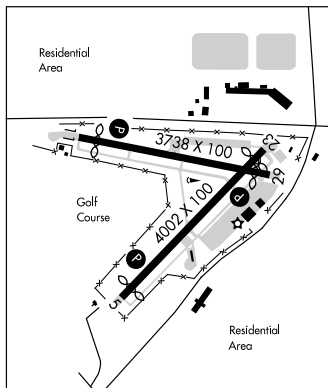
W82°09.72' 161° 15.7 NM to fld. 428/04W.

EMORY NDB (HW) 385 EMR N33°27.77' W81°59.81' 280° 2.1 NM to fld. NOTAM FILE MCN.  
Unmonitored when AGS twr clsd.

BUSHE NDB (LOM) 233 AG N33°17.22' W81°56.81' 341° 11.7 NM to fld. NOTAM FILE AGS.

ASR (1145-0400Z‡)

**COMM/NAV/WEATHER REMARKS:** To obtain clearances and cancel flight plans from the ground ctc App Con.



**BACON CO** (See ALMA)

## BAINBRIDGE

**DECATUR CO INDUSTRIAL AIRPARK** (BGE) 6 NW UTC-5(-4DT) N30°58.30' W84°38.22'

JACKSONVILLE

141 B S2 FUEL 100LL, JET A+ TPA—See Remarks NOTAM FILE MCN

H-9A, L-21D, 221

RWY 09-27: H5502X149 (ASPH) S-24 MIRL

RWY 09: PAPI(P2L)—GA 3.0° TCH 40'. Trees.

RWY 27: MALSR PAPI(P2L)—GA 3.0° TCH 41'.

RWY 14-32: H5003X100 (ASPH) S-24

RWY 14: Trees. RWY 32: Trees.

**AIRPORT REMARKS:** Attended 1200-2300Z‡. Self svc fuel 24 hrs with credit card. For after hrs svc call 912-246-7442. Extensive student pilot training on and in/ovf arpt. Rwy 14-32 has 100' X 100' blast pads each end. TPA—1141(1000) for non-turbine acct, 1641(1500) for turbine acct. PAPI Rwy 09-27 opr cont and MIRL Rwy 09-27 preset med ints dusk-0300Z‡, to increase ints—CTAF. After 0300Z‡ ACTIVATE MIRL Rwy 09-27, PAPI Rwy 09 and PAPI Rwy 27—CTAF. MALSR Rwy 27—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 121.125 (229) 248-2104.

**COMMUNICATIONS:** CTAF/UNICOM: 122.975

Ⓡ TALLAHASSEE APP/DEP CON 128.7 (1100-0400Z‡)

JAX CENTER APP/DEP CON 128.625 (0400-1100Z‡)

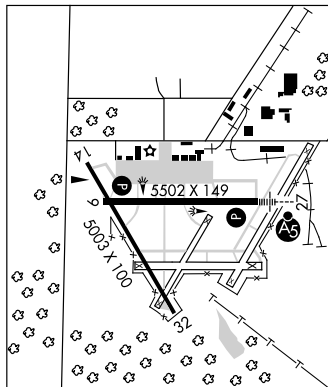
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MAI.

MARIANNA (L) VORTAC 114.0 MAI Chan 87 N30°47.17'

W85°07.47' 066° 27.5 NM to fld. 120/00E.

WILLIS NDB (MHW) 359 LYZ N30°58.36' W84°31.56' 273° 5.7 NM to fld. NOTAM FILE MCN.

**COMM/NAV/WEATHER REMARKS:** All acft operating locally at BGE must have a two-way radio capable of transmitting/receiving on CTAF frequency; one-stop transient acft are exempt from this requirement.



**BALDWIN CO** (See MILLEDGEVILLE)

**BARROW CO** (See WINDER)

LOC I-BGE <b>111.35</b>	APP CRS <b>274°</b>	Rwy Idg TDZE Apt Elev	<b>5502</b> <b>134</b> <b>141</b>
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## ILS or LOC RWY 27

BAINBRIDGE/DECATUR COUNTY INDUSTRIAL AIR PARK (BGE)

**ADF REQUIRED.** When local altimeter setting not received, use Tallahassee Rgnl altimeter setting and increase S-ILS 27 DA to 429 and all MDAs 100 feet; increase S-ILS 27 all Cats visibility ¼ mile, S-LOC 27 visibility Cat C ¼ mile and Cat D ½ mile. For inoperative MALSR, when using Tallahassee Rgnl altimeter setting increase S-ILS 27 all Cats visibility ½ mile.

MALSR

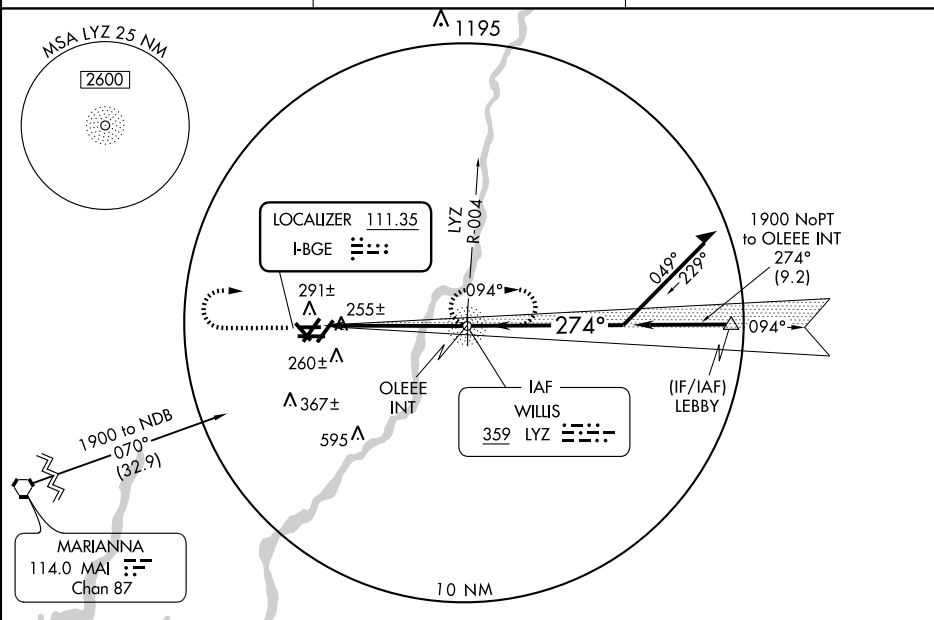


**MISSED APPROACH:**  
Climb to 1200 then climbing right turn to 1900 direct LYZ NDB and hold.

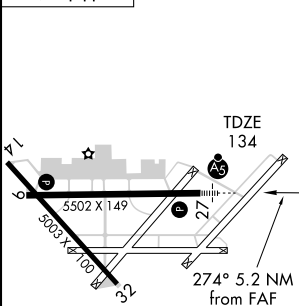
AWOS  
**121.125**

TALLAHASSEE APP CON★  
**128.7 254.3**

UNICOM  
**122.975 (CTAF) 0**



ELEV 141



MIRL Rwy 9-27

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

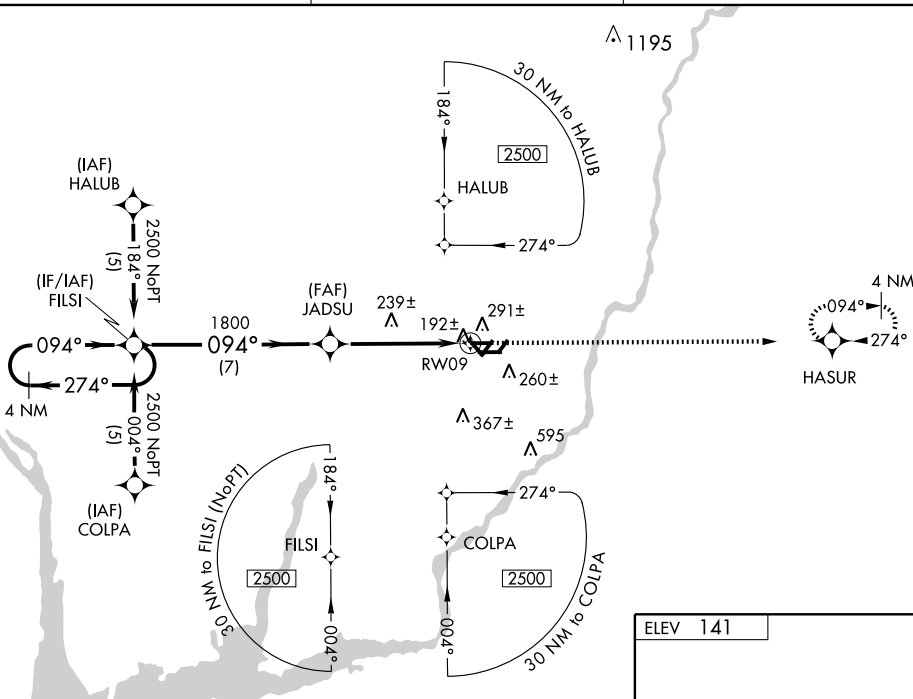
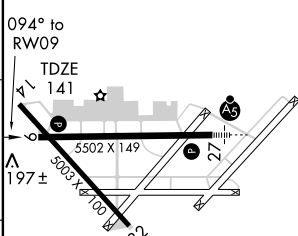
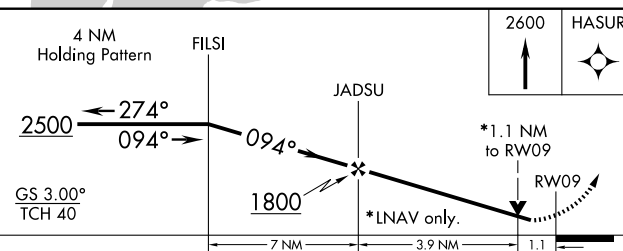
	1200	1900	LYZ 359	
				NDB
				OLEEE INT 1900
				1900
				274°
				1900
				GS 3.00°
				TCH 38
				5.2 NM
CATEGORY	A	B	C	D
S-ILS 27		334-½	200 (200-½)	
S-LOC 27		560-¾	426 (500-¾)	
CIRCLING	600-1	459 (500-1)	600-½ 459 (500-½)	700-2 559 (600-2)

WAAS  
CH **45915**  
**W09A**APP CRS  
**094°**Rwy Idg **5502**  
TDZE **141**  
Apt Elev **141****RNAV (GPS) RWY 9**

BAINBRIDGE/DECATUR COUNTY INDUSTRIAL AIR PARK (BGE)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP and Baro-VNAV NA when using Tallahassee Rgnl altimeter setting. When local altimeter setting not received, use Tallahassee Rgnl altimeter setting and increase all DA 95 feet and all MDA 100 feet; increase LPV all Cats, LNAV/VNAV all Cats and LNAV Cat C/D visibility ¼ mile.

MISSED APPROACH:  
Climb to 2600 direct  
HASUR and hold.

AWOS  
**121.125**TALLAHASSEE APP CON ★  
**128.7 254.3**UNICOM  
**122.975 (CTAF) 0**ELEV **141**

CATEGORY	A	B	C	D
LPV DA		427-1	286 (300-1)	
LNAV/VNAV DA		467-1¼	326 (400-1¼)	
LNAV MDA		540-1	399 (400-1)	540-1¼ 399 (400-1¼)
CIRCLING	600-1	459 (500-1)	600-1½ 459 (500-1½)	700-2 559 (600-2)

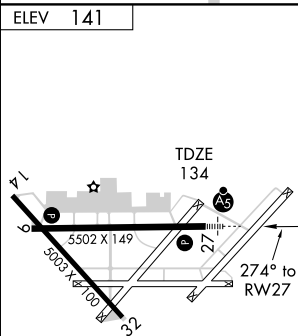
MIRL Rwy 9-27 0



RNAV (GPS) RWY 27  
BAINBRIDGE/DECATUR COUNTY INDUSTRIAL AIR PARK (BGE)

**MISSED APPROACH:**  
Climb to 2500 direct  
FILSI and hold.

UNICOM  
122.975 (CTAF) **L**

MIRL Rwy 9-27 **L**

BAINBRIDGE/DECATUR COUNTY INDUSTRIAL AIR PARK (BGE)  
30° 58'N-84° 38'W      RNAV (GPS) RWY 27

RNAV (GPS) RWY 27

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4. 26 AUG 2010 to 23 SEP 2010

VORTAC MAI <b>114.0</b> Chan <b>87</b>	APP CRS <b>066°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>142</b>
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BAINBRIDGE/DECATUR COUNTY INDUSTRIAL AIR PARK (BGE)

VOR-A

▼ If local altimeter setting not received, use Tallahassee  
 ▲ NA Rgnl altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 1200 then  
 climbing right turn to 1700 via MAI R-066  
 to OOLAY Int/MAI 22 DME and hold.

AWOS  
**121.125**

TALLAHASSEE APP CON★  
**128.7 254.3**

UNICOM  
**122.975** (CTAF) **0**

MSA MAI 28 NM

2600

▲  
 1195

10 NM

(IAF)  
 OOLAY INT  
 MAI 22

291±

260±

▲ 367±

▲ 595

066°

1 min

246°

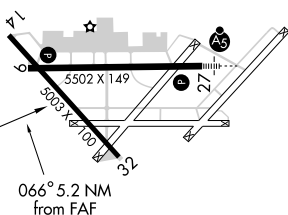
R-066

SEMINOLE

117.5 SZW

Chan 122

ELEV 142

MRL Rwy 9-27 **0**

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

One Minute  
 Holding Pattern

OOLAY INT  
 MAI 22

1200

1700

MAI R-066  
 114.0

OOLAY INT  
 MAI 22

1700

066°

066°

MAI 27.2

5.2 NM

**BARWICK LAFAYETTE** (See LAFAYETTE)**BAXLEY MUNI** (BHC) 4 S UTC-5(-4DT) N31°42.83' W82°23.63'

201 B S4 FUEL 100LL, JET A TPA-1201(1000) NOTAM FILE MCN

RWY 08-26: H5003X75 (ASPH) S-19 MIRL

RWY 08: PAPI(P2L)-GA 3.0° TCH 31'. Trees.

RWY 26: PAPI(P2L)-GA 3.0° TCH 31'. Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1300-2100Z $\pm$ . 24 hr self-serve, credit card fuel avbl. MIRL Rwy 08-26, and PAPI Rwy 08 and Rwy 26 opr dusk-0300Z $\pm$ , after 0300Z $\pm$ -CTAF.

**WEATHER DATA SOURCES:** AWOS-A 376 BHC.**COMMUNICATIONS:** CTAF/UNICOM 122.8

® JAX CENTER APP/DEP CON 132.3

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AMG.

ALMA (H) VORTAC 115.1 AMG Chan 98 N31°32.19'

W82°30.49' 029° 12.1 NM to fld. 200/00E. HIWAS.

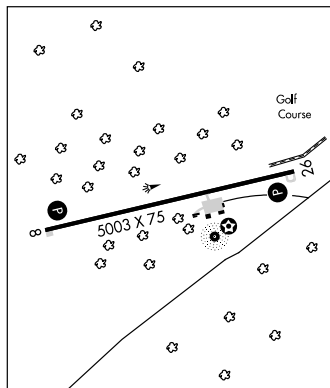
NDB (MHW) 376 BHC N31°42.72' W82°23.41' at fld. AWOS-A.

NOTAM FILE MCN.

JACKSONVILLE

H-9B, 12F, L-24H

IAP

**BAY CREEK** N32°27.45' W83°45.94' NOTAM FILE MCN.

NDB (MHW) 350 BEP 002° 3.2 NM to Perry-Houston Co.

ATLANTA

L-18J

**BERRIEN CO** (See NASHVILLE)**BERRY HILL** (See STOCKBRIDGE)**BLAAK** N31°27.34' W84°49.15' NOTAM FILE MCN.

NDB (MHW) 344 IWJ 231° 5.2 NM to Early Co.

JACKSONVILLE

L-22I

**BLAIRSVILLE** (DZJ) 3 SW UTC-5(-4DT) N34°51.27' W83°59.84'

1911 B FUEL 100LL, JET A NOTAM FILE MCN

RWY 08-26: H5006X100 (ASPH) S-12.5 MIRL 1.5% down E

RWY 08: Thld dspcd 1025'. Trees.

RWY 26: Trees.

**AIRPORT REMARKS:** Attended 1300-2300Z $\pm$ . Fuel unavailable after hours. Wildlife including deer and geese, invof rwys and twys. 100' blast pad Rwy 26. Rwy 08, temporary thld lgts mark displacement. ACTIVATE MIRL Rwy 08-26-CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.325 (706)-745-9271.**COMMUNICATIONS:** CTAF/UNICOM 122.8**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCN.

HARRIS (L) VORTACW 109.8 HRS Chan 35 N34°56.58' W83°54.94' 217° 6.7 NM to fld. 3660/00E. HIWAS.

ATLANTA

H-9A, 12F, L-25B

NDB BHC <b>376</b>	APP CRS <b>087°</b>	Rwy Idg TDZE Apt Elev	<b>5003</b> <b>201</b> <b>201</b>
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**NDB RWY 8**  
BAXLEY MUNI (BHC)

**NA** If local altimeter setting not received, use Alma altimeter setting and increase all MDAs 40 feet.  
Cat. D circling NA North of Rwy 8-26.

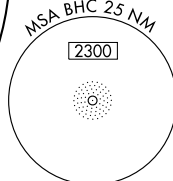
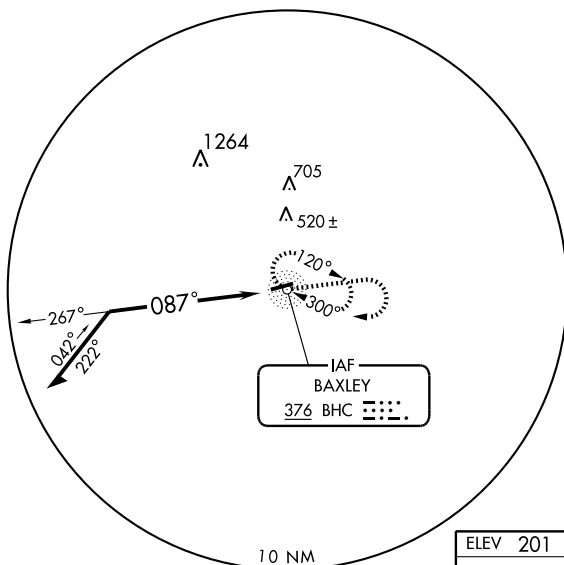
**MISSED APPROACH:** Climb to 1500 then climbing right turn to 2000 direct BHC NDB and hold.

AWOS-A  
**376**

JACKSONVILLE CENTER  
**132.3 290.4**

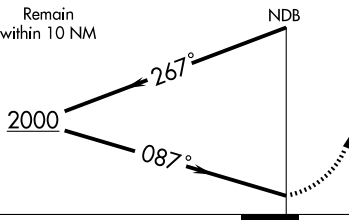
UNICOM  
**122.8 (CTAF)**

**RADAR REQUIRED**



ELEV **201**

Remain  
within 10 NM



1500

2000

BHC

376

TDZE  
201

087° to  
BHC NDB

5003 X 75

MIRL Rwy 8-26

CATEGORY	A	B	C	D
S-8	700-1	499 (500-1)	700-1¼ 499 (500-1¼)	700-1½ 499 (500-1½)
CIRCLING	700-1	499 (500-1)	700-1½ 499 (500-1½)	760-2 559 (600-2)

APP CRS	Rwy Idg	<b>5003</b>
<b>079°</b>	TDZE	<b>201</b>
	Apt Elev	<b>201</b>

# RNAV (GPS) RWY 8

BAXLEY MUNI(BHC)

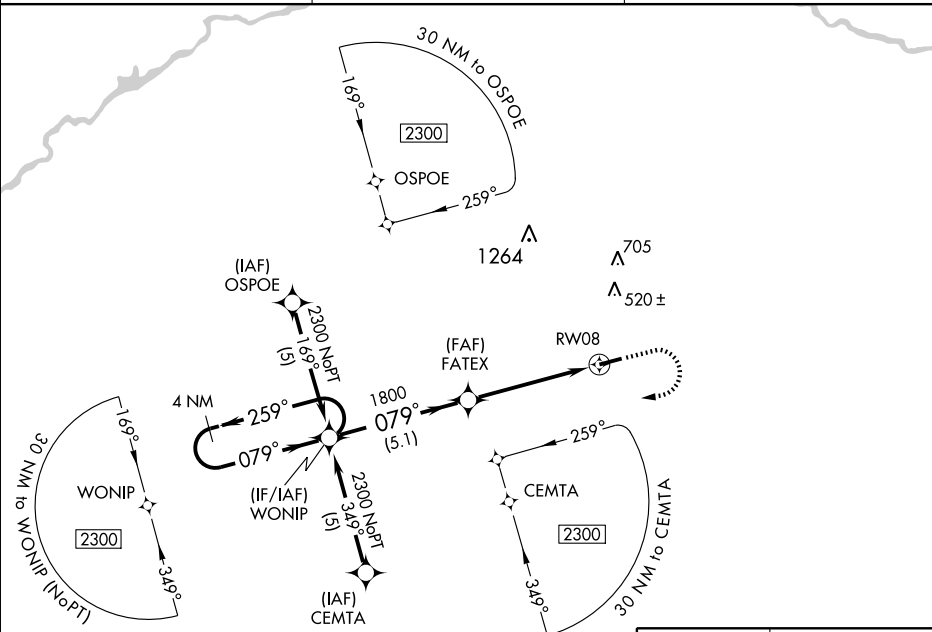
**NA** If local altimeter setting not received, use Alma altimeter setting and increase all MDAs 40 feet. Cat. D circling NA North of Rwy 8-26.  
DME/DME RNP-0.3 NA. GPS or RNP-0.3 Required.

**MISSED APPROACH:** Climb to 1200 then climbing right turn to 2300 direct WONIP WP and hold.

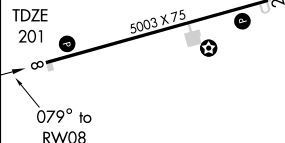
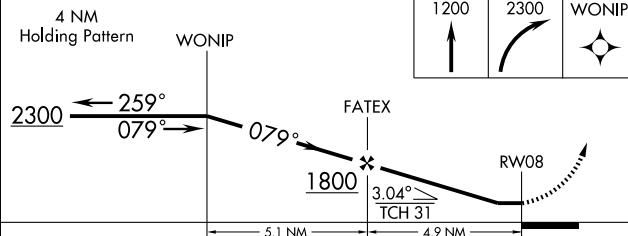
AWOS-A  
**376**

JACKSONVILLE CENTER  
**132.3 290.4**

UNICOM  
**122.8(CTAF)**



ELEV 201



CATEGORY	A	B	C	D
LNNAV MDA	580-1 379 (400-1)			580-1½ 379 (400-1½)
CIRCLING	640-1 439 (500-1)	660-1 459 (500-1)	660-1½ 459 (500-1½)	760-2 559 (600-2)

MIRL Rwy 8-26

APP CRS	Rwy Idg	<b>5003</b>
<b>259°</b>	TDZE	<b>201</b>
	Apt Elev	<b>201</b>

# RNAV (GPS) RWY 26

BAXLEY MUNI(BHC)



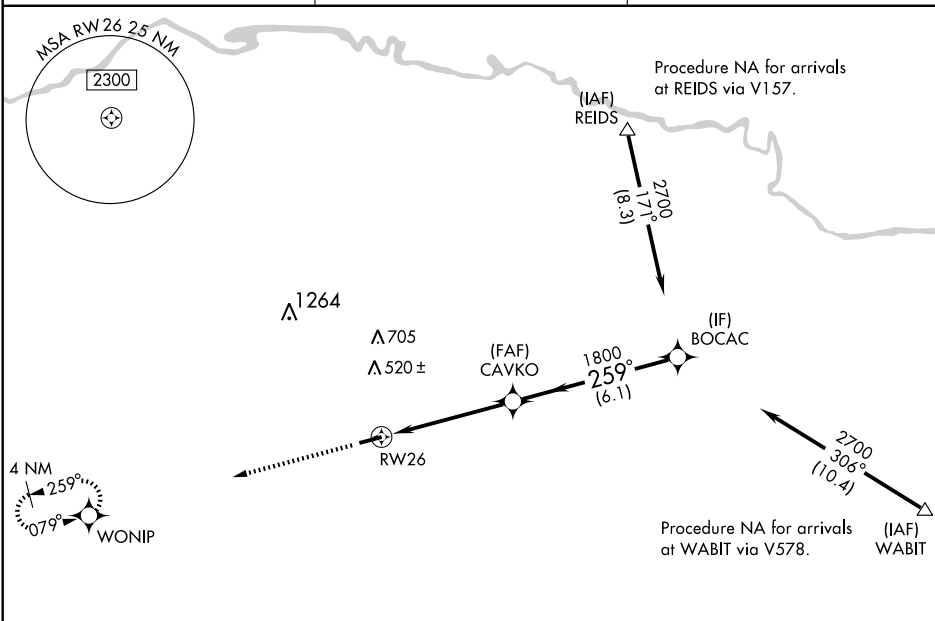
When local altimeter setting not received, use Alma altimeter setting and increase all MDAs 40 feet. Circling NA for Cat. D North of Rwy 8-26.  
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2300 direct WONIP and hold.

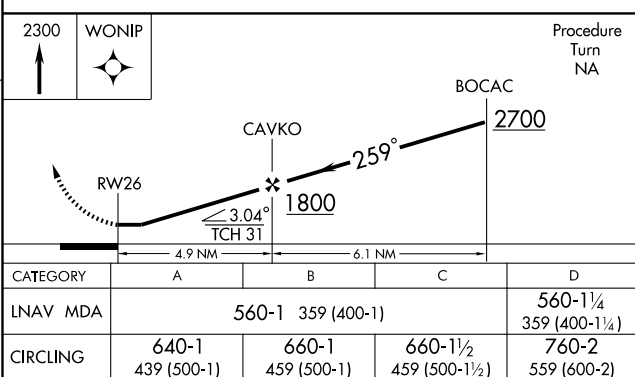
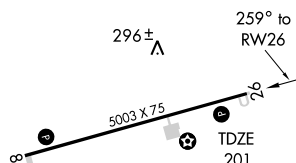
AWOS-A  
**376**

JACKSONVILLE CENTER  
**132.3 290.4**

UNICOM  
**122.8(CTAF) 0**



ELEV 201



## BLAKELY

**EARLY CO** (BIJ) 3 E UTC-5(-4DT) N31°23.85' W84°53.69'

214 B S4 TPA-1201(987) NOTAM FILE MCN

RWY 05-23: H5494X98 (ASPH) S-21 MIRL

RWY 05: PAPI(P2L)—GA 3.0° TCH 36'. Trees.

RWY 23: MALS. PAPI(P2L)—GA 3.0° TCH 30'. Trees.

**AIRPORT REMARKS:** Unattended. Arpt CLOSED at night. ACTIVATE MIRL

Rwy 05-23, PAPI Rwy 05 and PAPI Rwy 23—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.475 (229) 723-5511.

**COMMUNICATIONS:** CTAF 122.9

Ⓡ **CAIRNS APP/DEP CON** 125.4 (Sun-Mon 1200-0500Z†, Tue-Sat 24 hrs), other times ctc

Ⓡ **JACKSONVILLE CENTER APP/DEP CON** 134.3

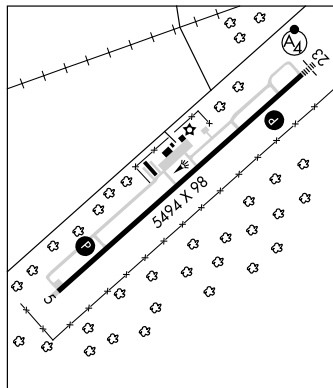
GCO 121.725 (FLIGHT SERVICES)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ANB.

**WIREGRASS (L) VORTAC** 111.6 RRS Chan 53 N31°17.08' W85°25.87' 074° 28.4 NM to fld. 347/02E. **HIWAS.**

**BLAAK NDB (MHW)** 344 IWJ N31°27.34' W84°49.15' 231° 5.2 NM to fld.

**ILS** 110.35 I-BIJ Rwy 23. LOM BLAAK NDB. LOC unusable from 0.6 NM inbound.



## BRANTLEY CO (See NAHUNTA)

## BRUNSWICK

**BRUNSWICK GOLDEN ISLES** (BQK) 5 N UTC-5(-4DT) N31°15.54' W81°27.98'

26 B S4 FUEL 100LL, JET A TPA-See Remarks LRA Class I, ARFF Index A  
NOTAM FILE BQK

RWY 07-25: H8001X150 (ASPH-CONC-GRVD) S-120, D-185, 2S-175, 2D-364 HIRL

RWY 07: MALS. PAPI(P4L)—GA 3.0° TCH 58'.

RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 46'.

**AIRPORT REMARKS:** Attended 1200-0300Z†. PPR for svc and fuel after hrs call 912-264-9200. Deer on and in/ov arpt. Birds on and in/ov arpt during heavy rains and high northeasterly winds. Rwy 07 first 500' concrete Rwy 25 first 500' concrete. PPR 24 hrs for acct ops with more than 30 passenger seats call arpt manager 912-265-2070. TPA-Turbine-powered acct 1526(1500), Nonturbine-powered 1026(1000). ACTIVATE HIRL Rwy 07-25 and MALS Rwy 07, PAPI Rwy 07 and Rwy 25-CTAF. Flight Notification Service (ADCUS) avbl.

**WEATHER DATA SOURCES:** AWOS-3 124.175 (912) 261-0531.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.1R 109.8T (MACON RADIO)

RCO 122.2 (MACON RADIO)

Ⓡ **JAX CENTER APP/DEP CON** 126.75 CLNC DEL 126.75

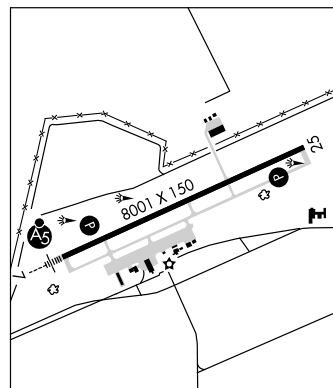
**AIRSPACE:** CLASS E svc Mon-Sat 1100-0300Z†, Sun 1600-0300Z† other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE SSI.

(L) **VORTAC** 109.8 SSI Chan 35 N31°03.03' W81°26.76' 359° 12.5 NM to fld. 10/04W.

**JEFFI NDB (LOM)** 275 BQ N31°13.70' W81°32.56' 069° 4.3 NM to fld.

**ILS** 108.5 I-BQK Rwy 07. Class IB. LOM JEFFI NDB.



JACKSONVILLE

H-9B, 12F, L-22H  
IAP

LOC I-BIJ <b>110.35</b>	APP CRS <b>233°</b>	Rwy Idg TDZE Apt Elev	<b>5494</b> <b>210</b> <b>215</b>
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# LOC/NDB RWY 23

BLAKELY/EARLY COUNTY (BIJ)

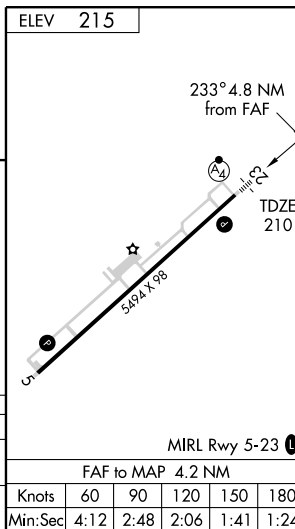
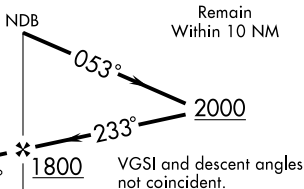
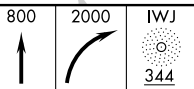
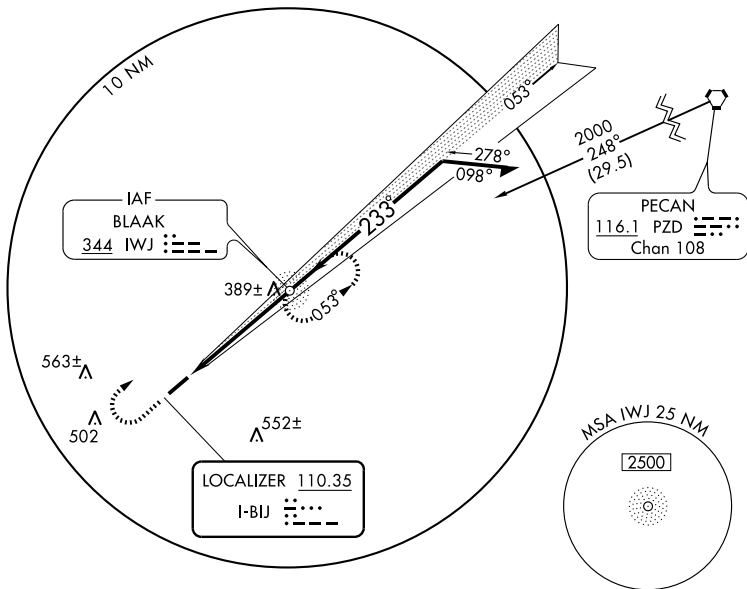
<p><b>▼</b> When local altimeter setting not received, use Bainbridge altimeter setting and increase all MDAs 80 feet and S-23 Cat C visibility ¼ mile. Inoperative table does not apply. Visibility reduction by helicopters NA.</p> <p><b>▲ NA</b></p>	<p><b>MALSF</b></p> <p><b>A4</b> </p>	<p><b>MISSED APPROACH:</b> Climb to 800 then climbing right turn to 2000 direct IWJ NDB and hold.</p>
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AWOS-3  
**118.475**

CAIRNS APP CON ★  
**125.4 327.125**

GCO  
**121.725**

CTAF  
**122.9 0**



CATEGORY	A	B	C	D
S-23	640-1 430 (500-1)		640-1¼ 430 (500-1¼)	640-1½ 430 (500-1½)
CIRCLING	720-1 505 (600-1)		720-1½ 505 (600-1½)	780-2 565 (600-2)



APP CRS <b>053°</b>	Rwy Idg TDZE Apt Elev	<b>5494</b> <b>215</b> <b>215</b>
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**RNAV (GPS) RWY 5**

BLAKELY/EARLY COUNTY (BIJ)

**▼** DME/DME RNP-0.3 NA.  
**▲** Visibility reduction by helicopters NA. When local altimeter setting not received, use Bainbridge altimeter setting and increase all MDAs 80 feet and visibility LNAV Cat C and D and Circling Cat C ¼ mile.

MISSED APPROACH: Climb to 2000  
 direct PARGE WP and hold.

AWOS-3

**118.475**

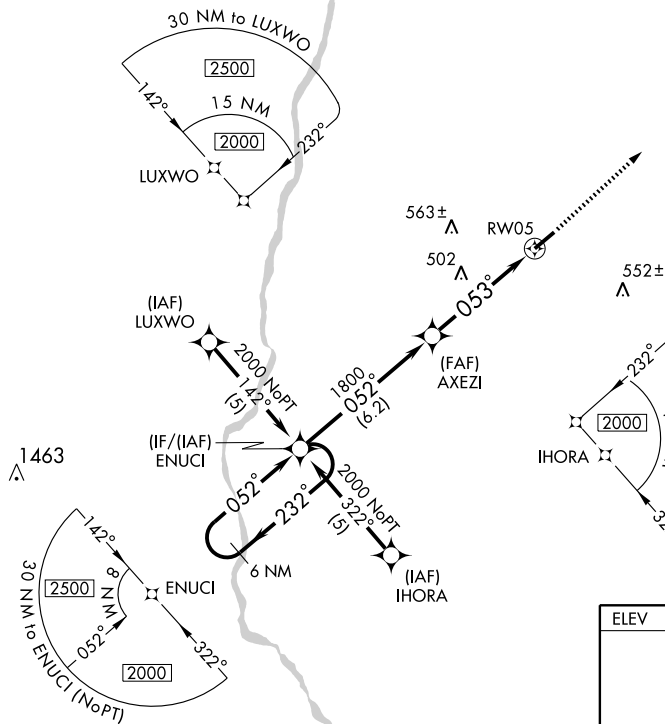
CAIRNS APP CON★

**125.4 327.125**

GCO

**121.725**

CTAF

**122.9 0**

ELEV 215

6 NM  
Holding Pattern

ENUCI

2000

←232°

052°→

AXEZI

1800

\*053°

RW05

3.04°

TCH 36

6.2 NM

4.8 NM

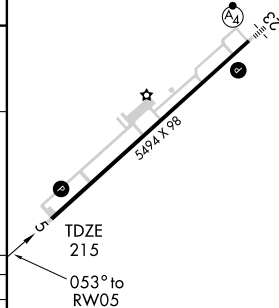
2000

↑

PARGE

✧

CATEGORY	A	B	C	D
LNAV MDA	800-1	585 (600-1)	800-1½ 585 (600-1½)	800-1¾ 585 (600-1¾)
CIRCLING	800-1	585 (600-1)	800-1½ 585 (600-1½)	800-2 585 (600-2)



MIRL Rwy 5-23 0

APP CRS **233°**  
Rwy Idg **5494**  
TDZE **210**  
Apt Elev **215**

# RNAV (GPS) RWY 23

BLAKELY/ EARLY COUNTY (BIJ)

**T** DME/DME RNP-0.3 NA.  
**A** Visibility reduction by helicopters NA. Inoperative table does not apply. When local altimeter setting not received, use Bainbridge altimeter setting and increase all MDA 80 feet and LNAV Cat C visibility ¼ mile.

MALSF



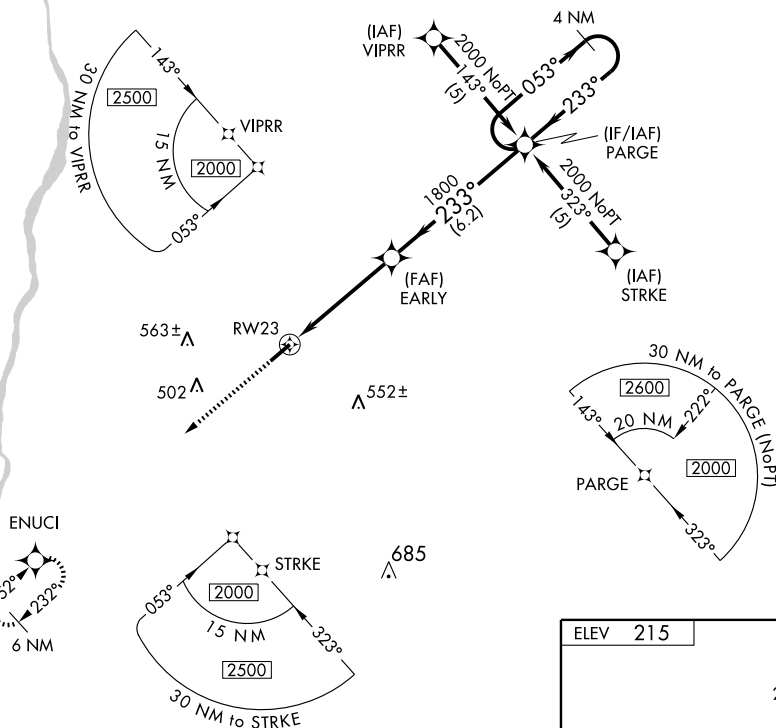
MISSED APPROACH: Climb to 2000 direct ENUCI and hold.

AWOS-3  
**118.475**

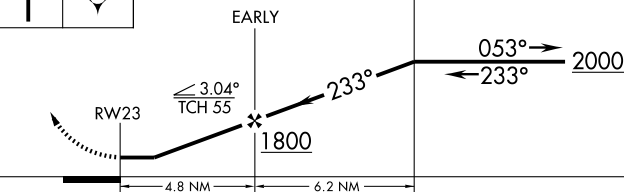
CAIRNS APP CON ★  
**125.4 327.125**

GCO  
**121.725**

CTAF  
**122.9 0**

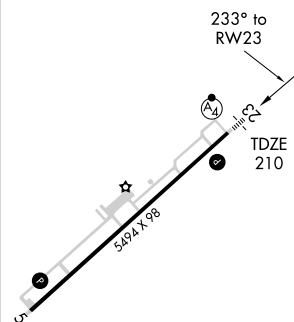


2000  
↑  
ENUCI



CATEGORY	A	B	C	D
LNAV MDA	640-1 430 (500-1)	640-1 430 (500-1)	640-1 430 (500-1)	640-1 430 (500-1)
CIRCLING	720-1 505 (600-1)	720-1 505 (600-1)	720-1 505 (600-1)	720-1 505 (600-1)

ELEV 215



MIRL Rwy 5-23 0

## BLAKELY

**EARLY CO** (BIJ) 3 E UTC-5(-4DT) N31°23.85' W84°53.69'

214 B S4 TPA-1201(987) NOTAM FILE MCN

**RWY 05-23:** H5494X98 (ASPH) S-21 MIRL

**RWY 05:** PAPI(P2L)—GA 3.0° TCH 36'. Trees.

**RWY 23:** MALS. PAPI(P2L)—GA 3.0° TCH 30'. Trees.

**AIRPORT REMARKS:** Unattended. Arpt CLOSED at night. ACTIVATE MIRL

Rwy 05-23, PAPI Rwy 05 and PAPI Rwy 23—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.475 (229) 723-5511.

**COMMUNICATIONS:** CTAF 122.9

Ⓡ **CAIRNS APP/DEP CON** 125.4 (Sun-Mon 1200-0500Z†, Tue-Sat 24 hrs), other times ctc

Ⓡ **JACKSONVILLE CENTER APP/DEP CON** 134.3

GCO 121.725 (FLIGHT SERVICES)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ANB.

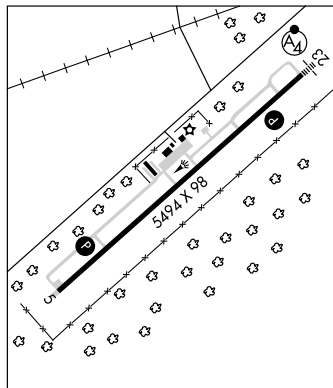
**WIREGRASS (L) VORTAC** 111.6 RRS Chan 53 N31°17.08'

W85°25.87' 074° 28.4 NM to fld. 347/02E. **HIWAS.**

**BLAAK NDB (MHW)** 344 IWJ N31°27.34' W84°49.15' 231°

5.2 NM to fld.

**ILS** 110.35 I-BIJ Rwy 23. LOM BLAAK NDB. LOC unusable from 0.6 NM inbound.



## BRANTLEY CO (See NAHUNTA)

## BRUNSWICK

**BRUNSWICK GOLDEN ISLES** (BQK) 5 N UTC-5(-4DT) N31°15.54' W81°27.98'

26 B S4 **FUEL** 100LL, JET A TPA-See Remarks LRA Class I, ARFF Index A

NOTAM FILE BQK

**RWY 07-25:** H8001X150 (ASPH-CONC-GRVD) S-120, D-185,

2S-175, 2D-364 HIRL

**RWY 07:** MALS. PAPI(P4L)—GA 3.0° TCH 58'.

**RWY 25:** REIL. PAPI(P4L)—GA 3.0° TCH 46'.

**AIRPORT REMARKS:** Attended 1200-0300Z†. PPR for svc and fuel after hrs call 912-264-9200. Deer on and in/ov arpt. Birds on and in/ov arpt during heavy rains and high northeasterly winds. Rwy 07 first 500' concrete Rwy 25 first 500' concrete. PPR 24 hrs for acct ops with more than 30 passenger seats call arpt manager 912-265-2070. TPA-Turbine-powered acct 1526(1500), Nonturbine-powered 1026(1000). ACTIVATE HIRL Rwy 07-25 and MALS Rwy 07, PAPI Rwy 07 and Rwy 25-CTAF. Flight Notification Service (ADCUS) avbl.

**WEATHER DATA SOURCES:** AWOS-3 124.175 (912) 261-0531.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.1R 109.8T (MACON RADIO)

RCO 122.2 (MACON RADIO)

Ⓡ **JAX CENTER APP/DEP CON** 126.75 CLNC DEL 126.75

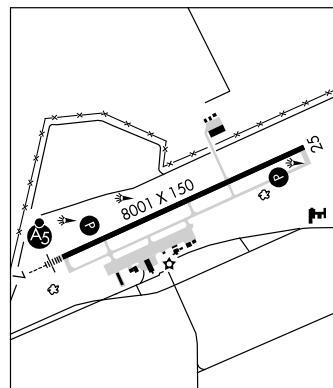
**AIRSPACE:** CLASS E svc Mon-Sat 1100-0300Z†, Sun 1600-0300Z† other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE SSI.

(L) **VORTAC** 109.8 SSI Chan 35 N31°03.03' W81°26.76' 359° 12.5 NM to fld. 10/04W.

**JEFFI NDB (LOM)** 275 BQ N31°13.70' W81°32.56' 069° 4.3 NM to fld.

**ILS** 108.5 I-BQK Rwy 07. Class IB. LOM JEFFI NDB.



JACKSONVILLE

H-9B, 12F, L-22H

IAP





WAAS CH <b>61201</b> <b>W25A</b>	APP CRS <b>249°</b>	Rwy Idg TDZE Apt Elev	<b>8001</b> <b>26</b> <b>26</b>
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# RNAV (GPS) RWY 25

## BRUNSWICK GOLDEN ISLES (BQK)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).  
**⚠** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Malcolm McKinnon altimeter setting and increase all DA 19 feet and all MDA 20 feet and LNAV/VNAV all Cats visibility ¼ mile. VDP and Baro-VNAV NA when using Malcolm McKinnon altimeter setting.

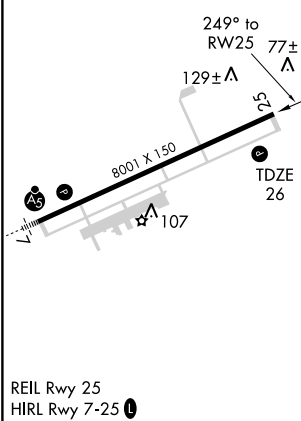
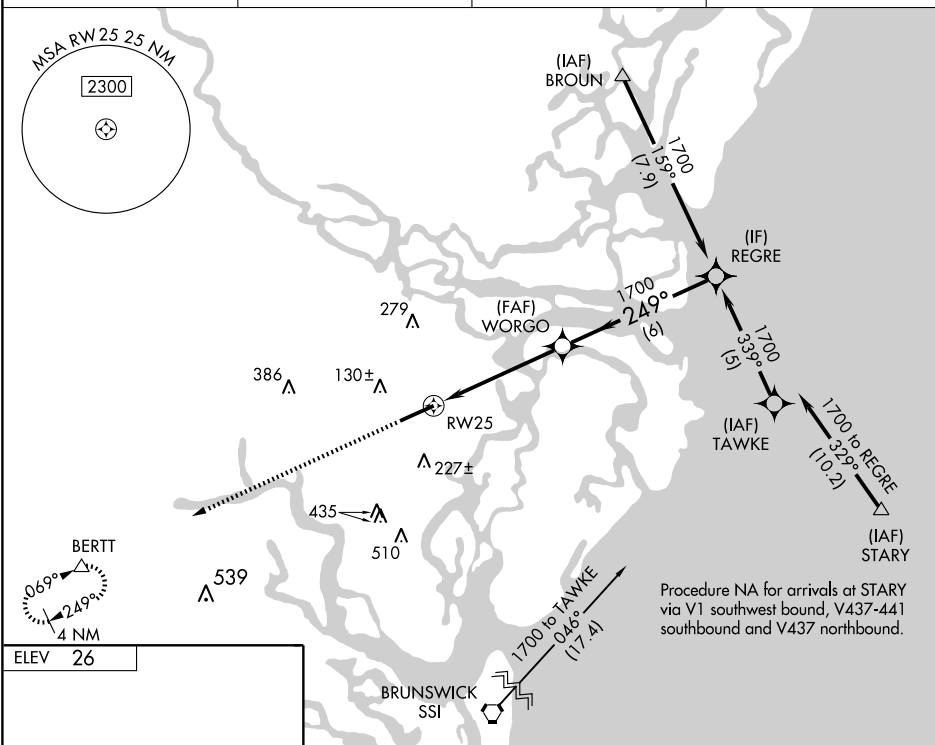
**MISSED APPROACH:**  
Climb to 3000 direct BERTT and hold.

AWOS-3  
**124.175**

JACKSONVILLE CENTER  
**126.75 277.4**

CLNC DEL  
**126.75 277.4**

UNICOM  
**122.8 (CTAF) 0**



3000

↑

BERTT

△

Procedure Turn NA

\*LNAV only.

\*1 NM to RW25

WORG

REGRE

249°

1700

1700

249°

1700

GS 3.00°

TCH 46

1 NM

4.1 NM

6 NM

CATEGORY	A	B	C	D
LPV DA	226-¾ 200 (200-¾)			
LNAV/VNAV DA	327-1 301 (400-1)			
LNAV MDA	380-1 354 (400-1)			380-1¼ 354 (400-1¼)
CIRCLING	540-1	514 (600-1)	540-1½ 514 (600-1½)	580-2 554 (600-2)

VORTAC SSI <b>109.8</b> Chan <b>35</b>	APP CRS <b>359°</b>	Rwy Idg TDZE Apt Elev	N/A N/A <b>26</b>
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**VOR/DME-B**

BRUNSWICK GOLDEN ISLES (BQK)

**▼** When local altimeter setting not received, use Malcolm McKinnon altimeter setting and increase all MDA 20 feet.

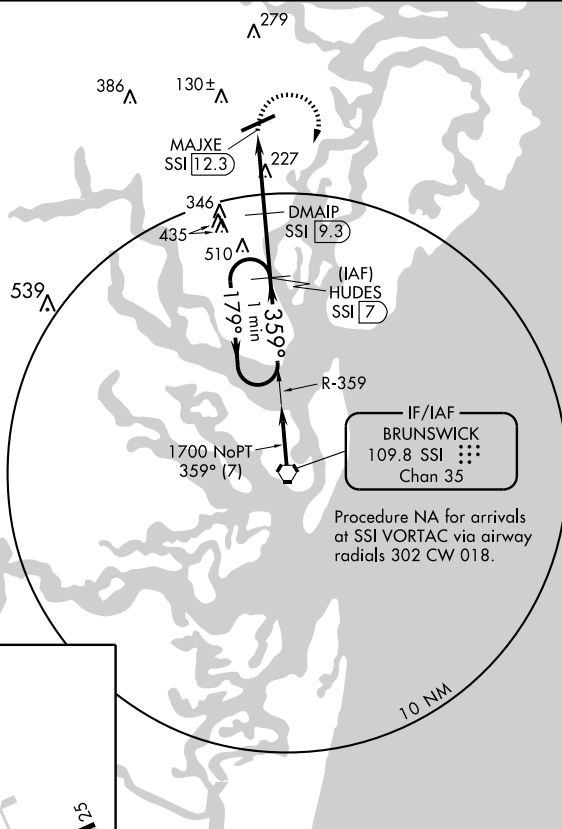
MISSED APPROACH: Climbing right turn to 1700 via SSI VORTAC R-359 to HUDES/7 DME and hold.

AWOS-3  
**124.175**

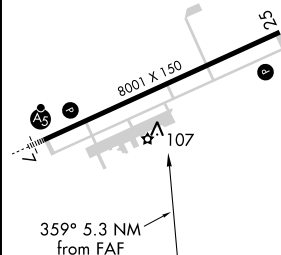
JACKSONVILLE CENTER  
**126.75 277.4**

CINC DEL  
**126.75 277.4**

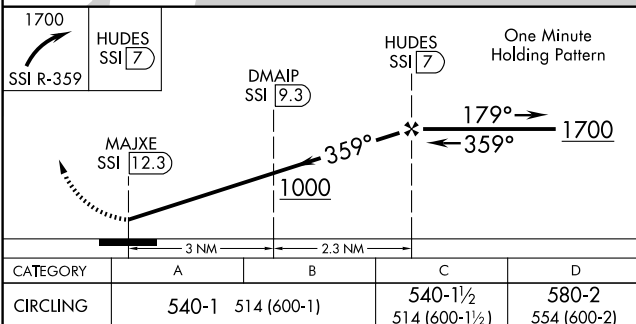
UNICOM  
**122.8** (CTAF) **0**



ELEV 26



REIL Rwy 25  
HIRL Rwy 7-25 **0**



**MALCOLM MCKINNON** (SSI) 5 E UTC-5(-4DT) N31°09.11' W81°23.48'

19 B S4 FUEL 100LL, JET A OX 4 TPA—See Remarks LRA NOTAM FILE SSI

RWY 04-22: H5800X100 (ASPH-GRVD) S-45, D-60 MIRL

RWY 04: REIL. PAPI(P2L)—GA 4.0° TCH 36'. Thld dsplcd 1000'.

Road.

RWY 22: REIL. PAPI(P2L)—GA 4.0° TCH 54'. Thld dsplcd 910'.

Trees.

RWY 16-34: H3313X75 (ASPH) S-14, D-30 MIRL

RWY 16: PAPI(P2L)—GA 3.25° TCH 44'. Trees.

RWY 34: PAPI(P2L)—GA 3.75° TCH 53'. Trees.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 04: TORA-5580 TODA-5580 ASDA-5580 LDA-4798

RWY 22: TORA-5580 TODA-5580 ASDA-5580 LDA-4671

**AIRPORT REMARKS:** Attended 1200-0100Z†. PPR for acft of more than 60,000 lbs dual wheel wt ctc 912-265-2070 ext 4. Seagulls on and invof arpt during heavy rains and high Northeasterly winds. Parasail ops invof arpt. TPA—turbine-powered acft 1519 (1500); nonturbine-powered acft 1019 (1000). MIRL Rwy 04-22 and Rwy 16-34 opr dusk-0400Z†; after 0400Z† ACTIVATE—CTAF. Flight Notification Service (ADCUS) avbl.

**WEATHER DATA SOURCES:** ASOS 120.025 (912) 638-7042.

**COMMUNICATIONS:** CTAF/UNICOM 123.05

BRUNSWICK RCD 122.1R 109.8T (MACON RADIO).

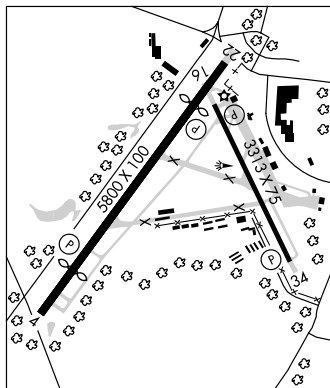
BRUNSWICK RCD 122.2 (MACON RADIO)

® JAX CENTER APP/DEP CON 126.75

AIRSPACE: CLASS E svc 1100-0259Z†, other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE SSI.

BRUNSWICK (L) VORTAC 109.8 SSI Chan 35 N31°03.03' W81°26.76' 029° 6.7 NM to fld. 10/04W.



## BUENA VISTA

**MARION CO** (82A) 3 SE UTC-5(-4DT) N32°16.97' W84°30.22'

682 NOTAM FILE MCN

RWY 14-32: H3200X75 (ASPH) S-14

RWY 14: Trees. RWY 32: Trees.

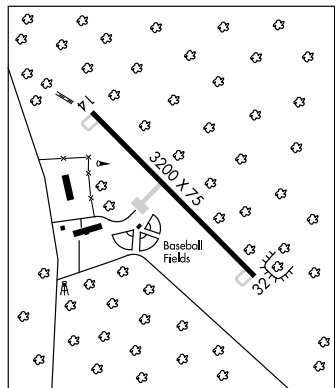
**AIRPORT REMARKS:** Unattended. People and equipment on and invof rwy. Unrestricted access to rwy.

**COMMUNICATIONS:** CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE LSF.

LAWSON (T) VORW/DME 111.4 LSF Chan N32°19.94'

W84°59.60' 099° 25.1 NM to fld. 250/2W.



ATLANTA

L-18J

**BULLDOG** N33°57.09' W83°13.18' NOTAM FILE AHN.

NDB (MHW) 221 BJT 271° 5.3 NM to Athens/Ben Epps. NDB unmonitored 0300-1100Z†.

ATLANTA

L-24H

**BULLO** N32°24.92' W81°39.84' NOTAM FILE MCN.

NDB (MHW/LOM) 407 BZ 323° 5.5 NM to Statesboro-Bulloch Co.

CHARLOTTE

L-24H

**BURKE CO** (See WAYNESBORO)

**BUSHE** N33°17.22' W81°56.81' NOTAM FILE AGS.

NDB (LOM) 233 AG 354° 5.1 NM to Augusta Rgnl at Bush Fld.

CHARLOTTE

L-24H



APP CRS **041°**  
 Rwy Idg **4798**  
 TDZE **16**  
 Apt Elev **19**

# RNAV (GPS) RWY 4

BRUNSWICK / MALCOLM McKINNON (SSI)

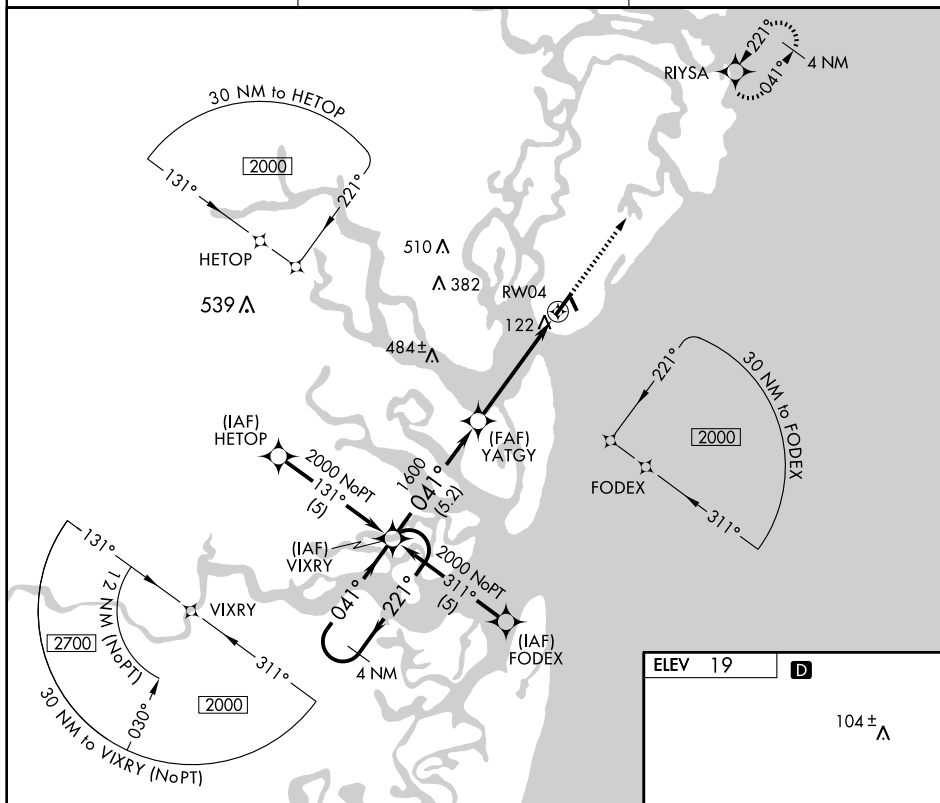
**NA** GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.  
 If local altimeter setting not received, use Jacksonville  
 Intl altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 2000  
 direct RIYSA WP and hold.

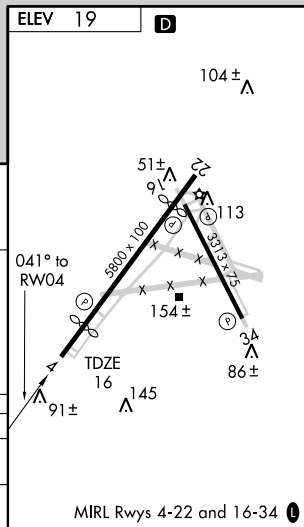
ASOS  
**120.025**

JACKSONVILLE CENTER  
**126.75 277.4**

UNICOM  
**123.05 (CTAF) 0**



4 NM Holding Pattern				
VGSI and descent angles not coincident.				
CATEGORY	A	B	C	D
RNAV MDA	420-1	404 (500-1)	420-1¼	404 (500-1¼)
CIRCLING	460-1 441 (500-1)	480-1 461 (500-1)	480-1½ 461 (500-1½)	580-2 561 (600-2)



APP CRS **221°**  
 Rwy Idg **4671**  
 TDZE **17**  
 Apt Elev **19**

# RNAV (GPS) RWY 22

BRUNSWICK / MALCOLM McKINNON (SSI)

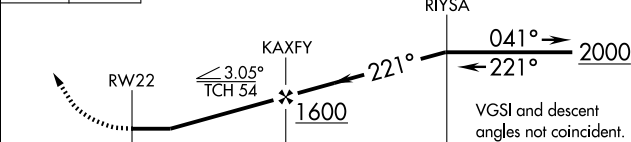
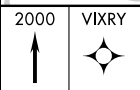
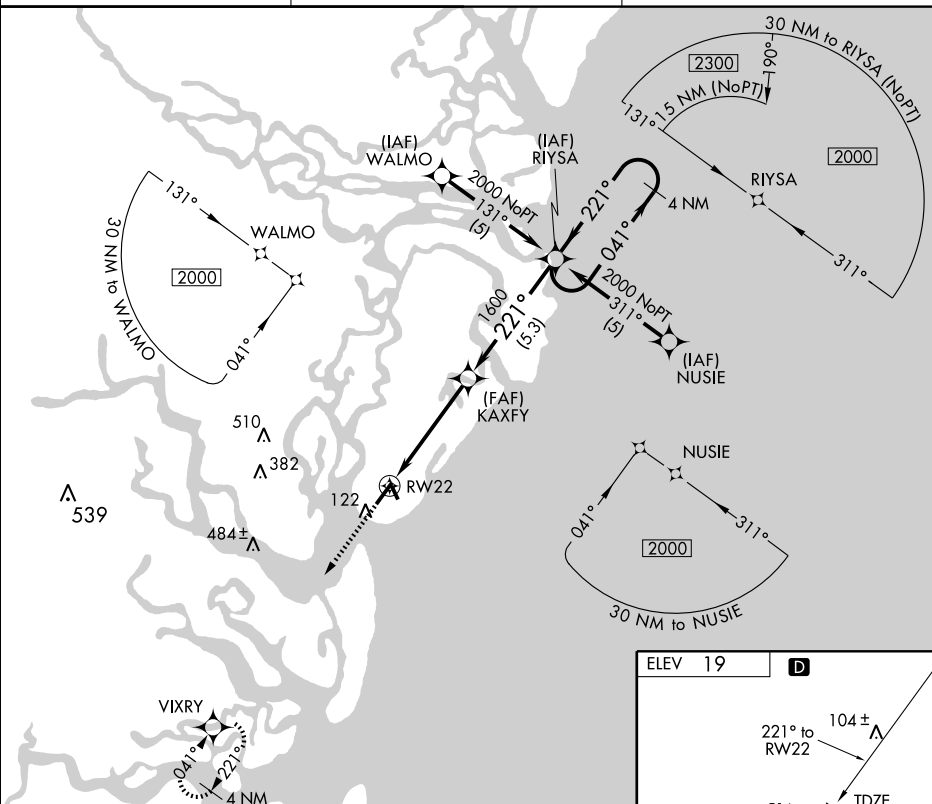
**▽** GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.  
**▲** NA If local altimeter setting not received, use Jacksonville  
 Intl altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 2000  
 direct VIXRY WP and hold.

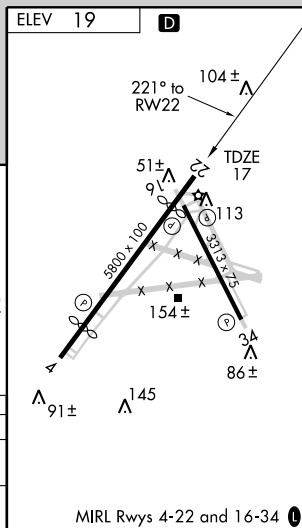
ASOS  
**120.025**

JACKSONVILLE CENTER  
**126.75 277.4**

UNICOM  
**123.05 (CTAF) 0**



CATEGORY	A	B	C	D
LNNAV MDA	460-1 443 (500-1)	460-1½ 443 (500-1½)	460-1½ 443 (500-1½)	460-1½ 443 (500-1½)
CIRCLING	460-1 441 (500-1)	480-1 461 (500-1)	480-1½ 461 (500-1½)	580-2 561 (600-2)



MIRL Rwy 4-22 and 16-34 0

VORTAC SSI <b>109.8</b> Chan <b>35</b>	APP CRS <b>027°</b>	Rwy ldg TDZE Apt Elev	<b>4798</b> <b>16</b> <b>19</b>
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**VOR RWY 4**

BRUNSWICK / MALCOLM McKINNON (SSI)



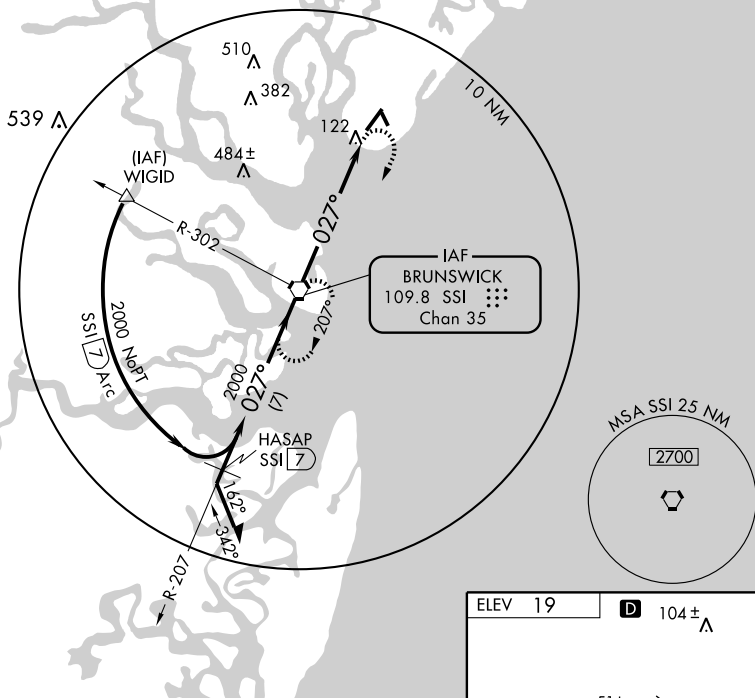
If local altimeter setting not received, use Jacksonville  
Intl altimeter setting and increase all MDAs 100 ft.

MISSED APPROACH: Climbing right turn  
to 2000 direct SSI VORTAC and hold.

ASOS  
**120.025**

JACKSONVILLE CENTER  
**126.75 277.4**

UNICOM  
**123.05 (CTAF) 0**



△  
1641

Remain  
within 10 NM

VORTAC

2000

027°

2000

VGSI and descent  
angles not coincident.

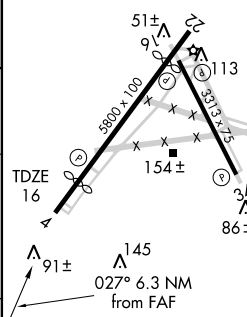
2.91°  
TCH 34

6.3 NM



2000  
SSI  
109.8

ELEV 19  
D 104±  
△



MIRL Rwy's 4-22 and 16-34 0

FAF to MAP 6.3 NM

Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

**BUTLER MUNI** (6A1) 1 NW UTC-5(-4DT) N32°34.04' W84°15.04'

667 B NOTAM FILE MCN

RWY 18-36: H4000X75 (ASPH) S-17 MIRL 0.3% up S

RWY 18: PAPI(P2L). Trees. RWY 36: PAPI(P2L). Tree line.

RWY 06-24: 2400X180 (TURF)

RWY 06: Thld displcd 400'. Trees. RWY 24: Trees.

**AIRPORT REMARKS:** Unattended. Transient svcs not avbl. 40' trees 185' left of rwy centerline running the entire length of rwy penetrate the rwy primary sfc. Rwy 06-24 ends and edges marked with inground concrete pads. MIRL Rwy 18-36 ops dusk-0500Z $\pm$ , after 0500Z $\pm$ , ACTIVATE—CTAF.

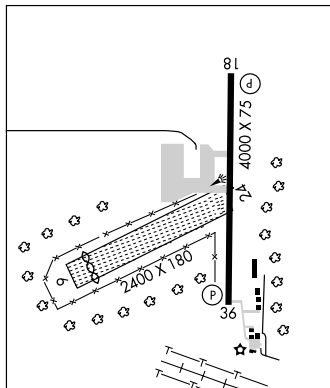
**COMMUNICATIONS:** CTAF 122.9

Ⓡ ATLANTA APP/DEP CON 124.2 (blo 7000') 119.6 (7000' and abv)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCN

MACON (H) VORTAC 114.2 MCN Chan 89 N32°41.47'

W83°38.83' 256°31.5 NM to fld. 381/01E.



**CAIDY** N30°53.30' W84°09.56' NOTAM FILE MCN.

NDB (MHW) 338 CYR at Cairo-Grady Co.

JACKSONVILLE

L-21D, 22I

**CAIRO-GRADY CO** (70J) 3 E UTC-5(-4DT) N30°53.28' W84°09.28'

265 B S4 FUEL 100LL NOTAM FILE MCN

RWY 13-31: H4000X75 (ASPH) S-12 MIRL 0.7% up NW

RWY 13: PAPI(P2L)—GA 3.3° TCH 30'. Trees.

RWY 31: PAPI(P2L)—GA 3.3° TCH 35'. Trees.

**AIRPORT REMARKS:** Attended Mon-Sat 1300-2200Z $\pm$ . MIRL Rwy 13-31 and PAPI Rwy 13 and Rwy 31 opr continuously dusk-0500Z $\pm$ , after 0500Z $\pm$  ACTIVATE—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

Ⓡ TALLAHASSEE APP/DEP CON 128.7 (1100-0400 $\pm$ )

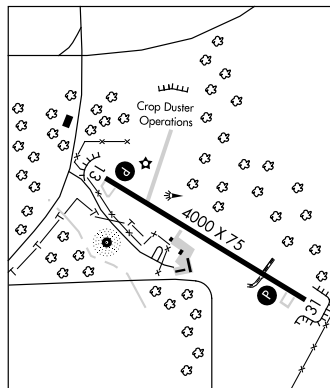
JAX CENTER APP/DEP CON 128.625 (0400-1100Z $\pm$ )

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCN.

MOULTRIE (L) VOR/DME 108.8 MGR Chan 25 N31°04.94'

W83°48.25' 239° 21.5 NM to fld. 290/02W.

CAIDY NDB (MHW) 338 CYR N30°53.30' W84°09.56' at fld.



JACKSONVILLE

L-21D, 22I

IAP

**CALHOUN** N34°24.09' W84°55.59' NOTAM FILE MCN

NDB (MHW) 323 OUK 351° 3.4 NM to Tom B. David Fld. Unmonitored.

ATLANTA

L-18I

APP CRS	Rwy Idg	<b>4000</b>
<b>183°</b>	TDZE	<b>653</b>
	Apt Elev	<b>667</b>

## RNAV (GPS) RWY 18

BUTLER MUNI (6A1)

**▼** Procedure NA at night. DME/DME RNP-0.3 NA. Use Thomaston altimeter setting; if not received, use Middle Georgia Rgnl altimeter setting and increase all MDAs 60 feet.

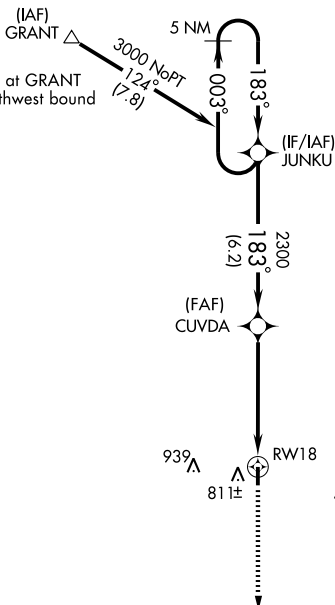
**▲ NA** MISSED APPROACH: Climb to 3000 direct VOTUC and hold.

THOMASTON AWOS-3  
**133.975**

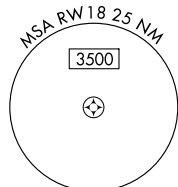
ATLANTA APP CON  
**124.2 279.6**

CTAF  
**122.90**

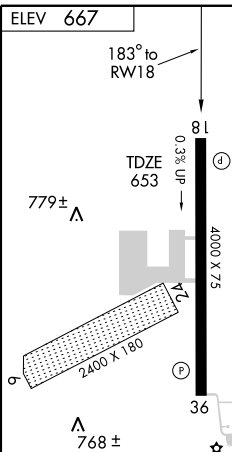
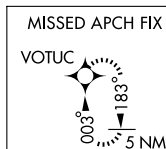
Procedure NA for arrivals at GRANT via V20-66-155-454 Southwest bound and via V97 Northbound.



Procedure NA for arrivals at POTAR via V243 Southeast bound.



▲ 1284



5 NM  
Holding Pattern

JUNKU

3000 ← 003°  
183° →

VGSI and descent angles not coincident.

CUVDA

2300

3.05°

TCH 40

3000 VOTUC

RW18

CATEGORY	A	B	C	D
RNAV MDA	1140-1	487 (500-1)	1140-1¼ 487 (500-1¼)	1140-1½ 487 (500-1½)
CIRCLING	1240-1	573 (600-1)	1240-1½ 573 (600-1½)	1320-2 653 (700-2)

MIRL Rwy 18-36

APP CRS **003°**  
 Rwy Idg **4000**  
 TDZE **653**  
 Apt Elev **667**

# RNAV (GPS) RWY 36

BUTLER MUNI (6A1)

**NA** Procedure NA at night. DME/DME RNP-0.3 NA. Use Thomaston altimeter setting; if not received, use Middle Georgia Rgnl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 3000 direct JUNKU and hold.

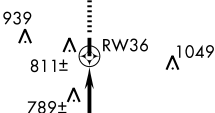
THOMASTON AWOS-3  
**133.975**

ATLANTA APP CON  
**124.2 279.6**

CTAF  
**122.90**

Procedure NA for arrivals at PRATZ via V243 Northwest bound and via V97 Northbound.

MISSED APCH FIX

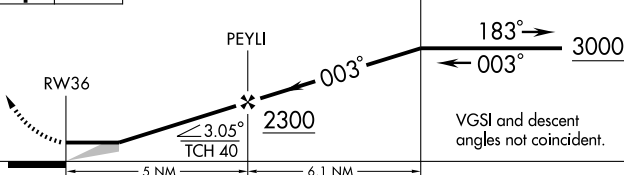
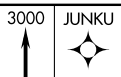
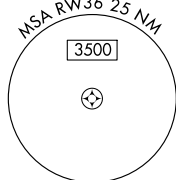
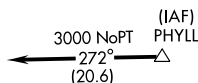


(FAF) PEYLI

**1284**

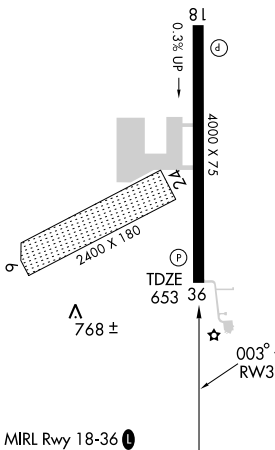
(IF/IAF) VOTUC

Procedure NA for arrivals at PHYLL via V243 Southeast bound.



CATEGORY	A	B	C	D
RNAV MDA	1200-1 547 (600-1)	1200-1½ 547 (600-1½)	1200-1¾ 547 (600-1¾)	1200-2 547 (600-2)
CIRCLING	1240-1 573 (600-1)	1240-1½ 573 (600-1½)	1320-2 653 (700-2)	

ELEV **667**



**BUTLER MUNI** (6A1) 1 NW UTC-5(-4DT) N32°34.04' W84°15.04'

667 B NOTAM FILE MCN

RWY 18-36: H4000X75 (ASPH) S-17 MIRL 0.3% up S

RWY 18: PAPI(P2L). Trees. RWY 36: PAPI(P2L). Tree line.

RWY 06-24: 2400X180 (TURF)

RWY 06: Thld displcd 400'. Trees. RWY 24: Trees.

**AIRPORT REMARKS:** Unattended. Transient svcs not avbl. 40' trees 185' left of rwy centerline running the entire length of rwy penetrate the rwy primary sfc. Rwy 06-24 ends and edges marked with inground concrete pads. MIRL Rwy 18-36 ops dusk-0500Z±, after 0500Z±, ACTIVATE—CTAF.

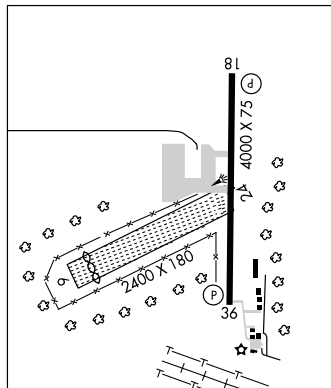
**COMMUNICATIONS:** CTAF 122.9

Ⓡ ATLANTA APP/DEP CON 124.2 (blo 7000') 119.6 (7000' and abv)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCN

MACON (H) VORTAC 114.2 MCN Chan 89 N32°41.47'

W83°38.83' 256°31.5 NM to fld. 381/01E.



**CAIDY** N30°53.30' W84°09.56' NOTAM FILE MCN.

NDB (MHW) 338 CYR at Cairo-Grady Co.

JACKSONVILLE

L-21D, 22I

**CAIRO-GRADY CO** (70J) 3 E UTC-5(-4DT) N30°53.28' W84°09.28'

265 B S4 FUEL 100LL NOTAM FILE MCN

RWY 13-31: H4000X75 (ASPH) S-12 MIRL 0.7% up NW

RWY 13: PAPI(P2L)—GA 3.3° TCH 30'. Trees.

RWY 31: PAPI(P2L)—GA 3.3° TCH 35'. Trees.

**AIRPORT REMARKS:** Attended Mon-Sat 1300-2200Z±. MIRL Rwy 13-31 and PAPI Rwy 13 and Rwy 31 opr continuously dusk-0500Z±, after 0500Z± ACTIVATE—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

Ⓡ TALLAHASSEE APP/DEP CON 128.7 (1100-0400±)

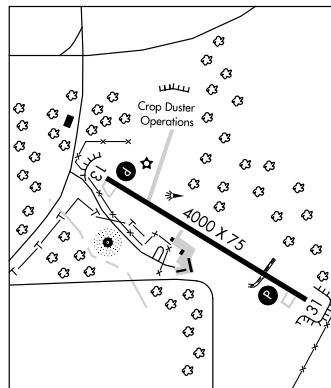
JAX CENTER APP/DEP CON 128.625 (0400-1100Z±)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCN.

MOULTRIE (L) VOR/DME 108.8 MGR Chan 25 N31°04.94'

W83°48.25' 239° 21.5 NM to fld. 290/02W.

CAIDY NDB (MHW) 338 CYR N30°53.30' W84°09.56' at fld.



**CALHOUN** N34°24.09' W84°55.59' NOTAM FILE MCN

NDB (MHW) 323 OUK 351° 3.4 NM to Tom B. David Fld. Unmonitored.

JACKSONVILLE

L-18I

NDB CYR  
338

APP CRS  
134°

Rwy Idg	<b>4000</b>
TDZE	<b>264</b>
Apt Elev	<b>264</b>

NDB RWY 13  
CAIRO-GRADY COUNTY (70J)

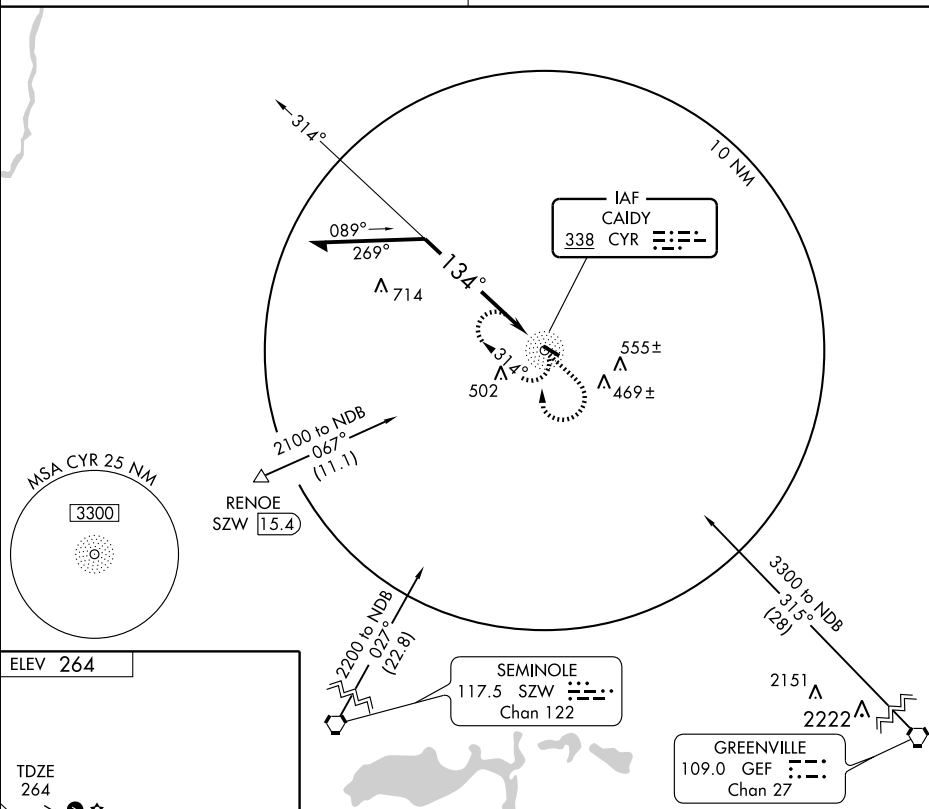
ANA

Use Moultrie altimeter setting, when not received use Tallahassee Rgnl altimeter setting and increase all MDAs 60 feet and visibility ¼ mile Cats. C and D.

**MISSED APPROACH:** Climb to 1500 then climbing right turn to 3000 direct CYR NDB and hold, continue climb-in-hold to 3000.

TALLAHASSEE APP CON ★  
128.7 254.3

UNICOM  
122.7 (CTAF) **L**



ELEV 264

TDZE

Remain  
within 10 NM

NDB

1900

VGSI and descent angles not coincident.

1500

3000

CYR

CATEGORY	A	B	C	D
S-13	1040-1 776 (800-1)	1040-1¼ 776 (800-1¼)	1040-2¼ 776 (800-2¼)	1040-2½ 776 (800-2½)
CIRCLING	1040-1 776 (800-1)	1040-1¼ 776 (800-1¼)	1040-2¼ 776 (800-2¼)	1040-2½ 776 (800-2½)

CAIRO, GEORGIA  
Amdt 4 09015

30° 53' N-84° 09' W

CAIRO-GRADY COUNTY (70J)  
NDB PAM 12

NDB RWY 13

**SE-4, 26 AUG 2010 to 23 SEP 2010**

SE-4. 26 AUG 2010 to 23 SEP 2010



APP CRS	Rwy Idg	<b>4000</b>
<b>122°</b>	TDZE	<b>264</b>
	Apt Elev	<b>264</b>

**RNAV (GPS) RWY 13**

CAIRO-GRADY COUNTY (70J)



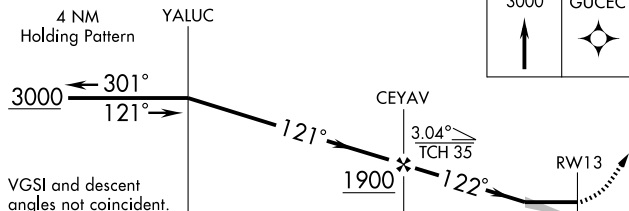
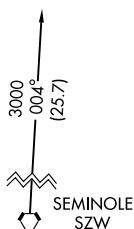
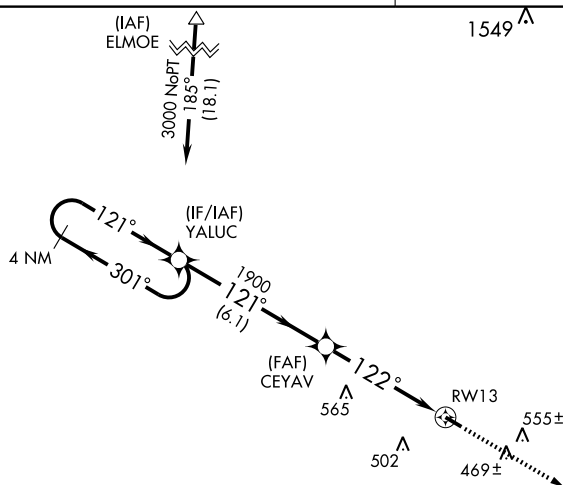
DME/DME RNP-0.3 NA. Use Moultrie altimeter setting, when not received, use Tallahassee Rgnl altimeter setting and increase all MDAs 60 feet and visibility Cats C and D ¼ mile.

MISSED APPROACH: Climb to 3000 direct GUCEC and hold.

TALLAHASSEE APP CON ★

**128.7 254.3**

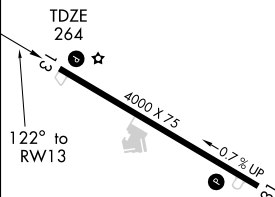
UNICOM

**122.7 (CTAF) 0**

VGSI and descent angles not coincident.

CATEGORY	A	B	C	D
RNAV MDA	840-1	576 (600-1)	840-1½ 576 (600-1½)	840-1¾ 576 (600-1¾)
CIRCLING	900-1	636 (700-1)	900-1¾ 636 (700-1¾)	920-2 656 (700-2)

ELEV 264



MIRL Rwy 13-31 0

APP CRS	Rwy Idg	<b>4000</b>
<b>302°</b>	TDZE	<b>264</b>
	Apt Elev	<b>264</b>

# RNAV (GPS) RWY 31

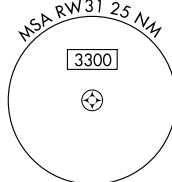
CAIRO-GRADY COUNTY (70J)

**NA** DME/DME RNP-0.3 NA. Use Moultrie altimeter setting, when not received, use Tallahassee Rgnl altimeter setting and increase all MDAs 60 feet and visibility Cats C and D ¼ mile.

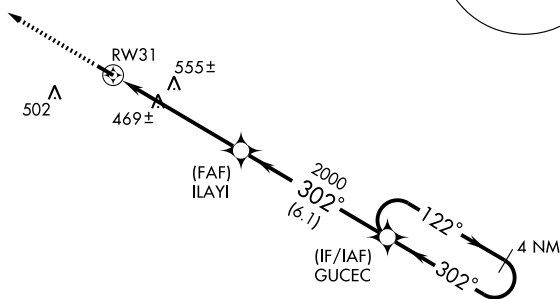
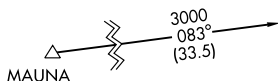
**MISSED APPROACH:** Climb to 3000 direct YALUC and hold.

TALLAHASSEE APP CON ★  
**128.7 254.3**

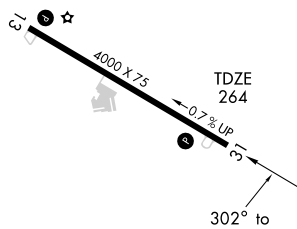
UNICOM  
**122.7 (CTAF) 0**



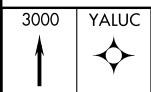
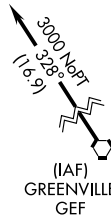
Procedure NA for arrivals at MAUNA via V7 Northwest bound.



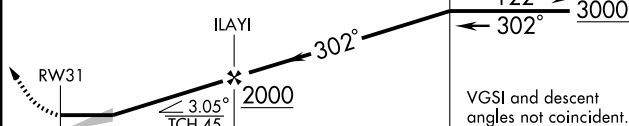
ELEV 264



Procedure NA for arrivals at GEF VORTAC on airway radials 270 CW 357.



GUCEC 4 NM Holding Pattern



CATEGORY	A	B	C	D
LNAV MDA	860-1	596 (600-1)	860-1½ 596 (600-1½)	860-1¾ 596 (600-1¾)
CIRCLING	900-1	636 (700-1)	900-1¾ 636 (700-1¾)	920-2 656 (700-2)

MRL Rwy 13-31 0

## CALHOUN

**TOM B. DAVID FLD** (CZL) 3 S UTC-5(-4DT) N34°27.33' W84°56.35'

647 B S3 FUEL 100LL, JET A1+ NOTAM FILE MCN

RWY 17-35: H6000X100 (ASPH) S-15, D-100, 2D-100 MIRL

RWY 17: PAPI(P2L)—GA 4.0° TCH 51'. Trees.

RWY 35: PAPI(P2L). Thld displcd 1000'. Pole.

**AIRPORT REMARKS:** Attended 1300-0100Z†. Self svc fuel avbl with credit card. MIRL Rwy 17-35 preset on low ints dusk—0300Z†, to increase ints and ACTIVATE after 0300Z†—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.975 (706) 602-5906.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ ATLANTA CENTER APP/DEP CON 133.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE RMG.

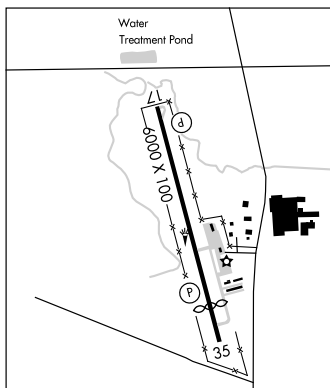
ROME (H) VORTACW 115.4 RMG Chan 101 N34°09.75'

W85°05.17' 026° 19.7 NM to fld. 1150/01E. HIWAS.

CALHOUN NDB (MHW) 323 OUK N34°24.09' W84°55.59'

351° 3.3 NM to fld. NOTAM FILE MCN. Unmonitored.

ILS 110.7 I-CZL Rwy 35. LOC only. LOC unusable  
15° left of course.



**CAMILLA-MITCHELL CO** (CXU) 2 SW UTC-5(-4DT) N31°12.79' W84°14.11'

175 B S3 FUEL 100LL, JET A NOTAM FILE MCN

RWY 08-26: H5003X100 (ASPH) S-16 MIRL

RWY 26: Trees.

**AIRPORT REMARKS:** Attended Mon-Sat 1300-2200Z†. Rwy 08-26 sfc cracking. MIRL Rwy 08-26 after 0230Z† ACTIVATE—CTAF.

**WEATHER DATA SOURCES:** AWOS-A 369 CXU.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ JACKSONVILLE CENTER APP/DEP CON 125.75

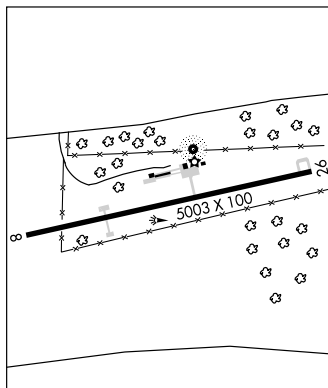
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ABY.

PECAN (H) VORTACW 116.1 PZD Chan 108 N31°39.31'

W84°17.59' 176° 26.6 NM to fld. 280/02W. HIWAS.

NDB (MHW) 369 CXU N31°12.88' W84°14.21' at fld.

NOTAM FILE MCN. AWOS-A.



## CANON

**FRANKLIN CO** (18A) 1 SW UTC-5(-4DT) N34°20.42' W83°07.85'

890 B FUEL 100LL, JET A NOTAM FILE MCN

RWY 08-26: H5000X75 (ASPH) S-15 MIRL

RWY 08: PAPI(P2L)—GA 3.25° TCH 26'. Trees.

RWY 26: PAPI(P2L)—GA 4.0° TCH 29'. Trees.

**AIRPORT REMARKS:** Unattended. After 0500Z†, ACTIVATE MIRL—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.625 (706) 245-1097. Precipitation and Thunderstorm/Lightning detection.

**COMMUNICATIONS:** CTAF 122.9

Ⓡ ATLANTA APP/DEP CON 127.5 (1115-0500Z†)

Ⓡ ATLANTA CENTER APP/DEP CON 127.5 (0500-1115Z†)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AND.

ELECTRIC CITY (L) VORTACW 108.6 ELW Chan 23 N34°25.15' W82°47.08' 255° 17.8 NM to fld. 736/00E.

ATLANTA

H-9A, 12F, L-181

IAP

JACKSONVILLE

H-9B, L-221

IAP

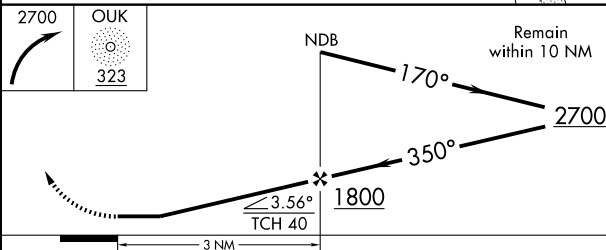
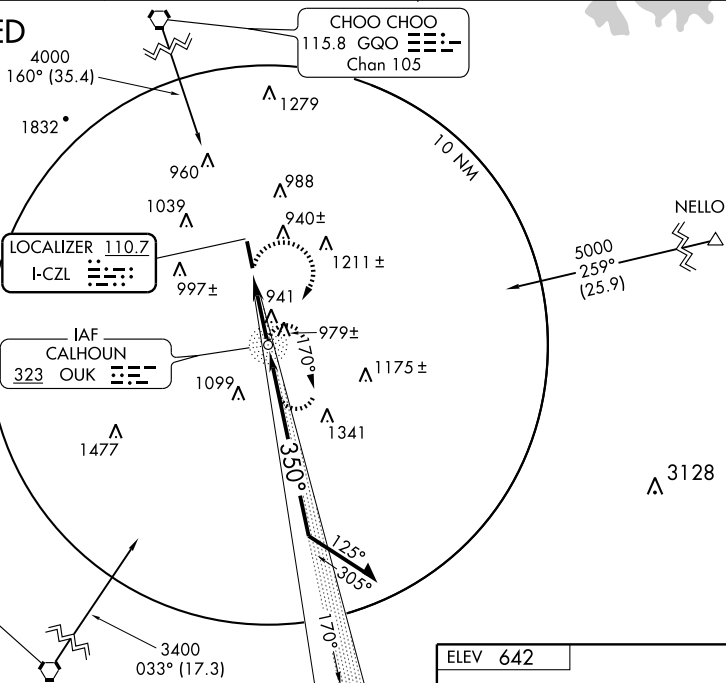
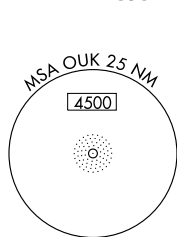
ATLANTA

H-9B, 12F L-181

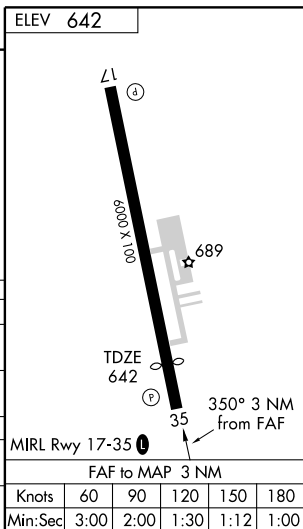
IAP

<p><b>V</b></p> <p><b>A</b> NA</p>	<p>Obtain local altimeter setting on CTAF; if not received, use Rome altimeter setting.</p>	<p>MISSED APPROACH: Climbing right turn to 2700 direct OUK NDB and hold.</p>
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## ADF REQUIRED



CATEGORY	A	B	C	D
S-35	1240-1	598 (600-1)	1240-1½ 598 (600-1½)	1240-1¾ 598 (600-1¾)
CIRCLING	1340-1	698 (700-1)	1340-2 698 (700-2)	1520-2¾ 878 (900-2¾)
ROME ALTIMETER SETTING MINIMUMS				
S-35	1280-1	638 (700-1)	1280-1¾ 638 (700-1¾)	1280-2 638 (700-2)
CIRCLING	1380-1	738 (800-1)	1380-2 738 (800-2)	1560-3 918 (1000-3)



APP CRS **170°**  
Rwy ldg **6000**  
TDZE **638**  
Apt Elev **651**

# RNAV (GPS) RWY 17

CALHOUN/TOM B. DAVID FIELD (CZL)

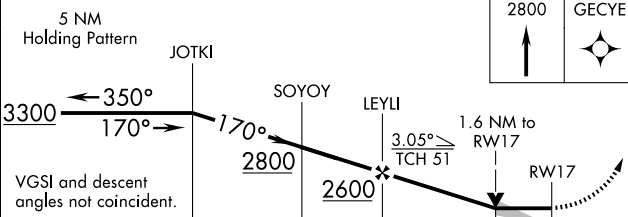
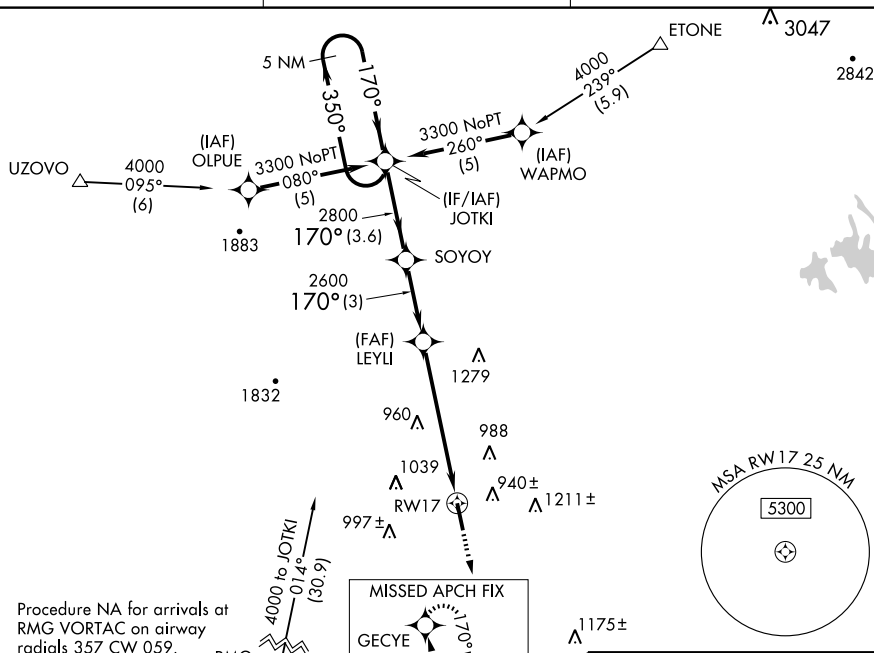
**V** DME/DME RNP-0.3 NA. Obtain local altimeter on CTAF; if not received use Rome altimeter setting. VDP NA with Rome altimeter setting.  
**NA**

MISSED APPROACH: Climb to 2800 direct GECYE and hold.

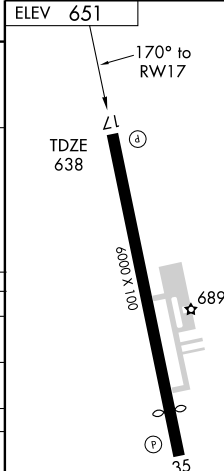
AWOS-3  
**119.975**

ATLANTA CENTER  
**133.8 353.7**

UNICOM  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D
LNAV MDA	1380-1 742 (800-1)	1380-1¼ 742 (800-1¼)	1380-2¼ 742 (800-2¼)	1380-2½ 742 (800-2½)
CIRCLING	1380-1 729 (800-1)	1380-1¼ 729 (800-1¼)	1380-2¼ 729 (800-2¼)	1420-2½ 769 (800-2½)
ROME ALTIMETER SETTING MINIMUMS				
LNAV MDA	1540-1¼ 902 (900-1¼)	1540-2¾ 902 (900-2¾)	1540-3 902 (900-3)	1540-3 902 (900-3)
CIRCLING	1540-1¼ 889 (900-1¼)	1540-2¾ 889 (900-2¾)	1540-3 889 (900-3)	1580-3 929 (1000-3)



MIRL Rwy 17-35 0

APP CRS	Rwy Idg	5000
350°	TDZE	651
	Apt Elev	651

# RNAV (GPS) RWY 35

## CALHOUN/TOM B. DAVID FIELD (CZL)

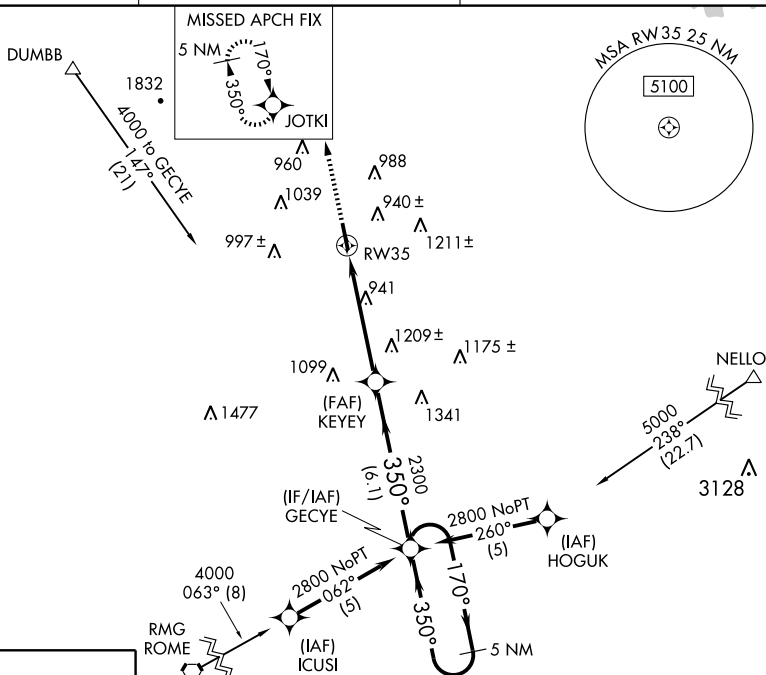
**T** DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF; if not received, use Rome altimeter setting. VDP NA with Rome altimeter setting.

**MISSED APPROACH:** Climb to 3300 direct JOTKI and hold.

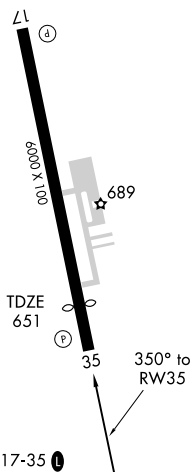
AWOS-3  
119.975

ATLANTA CENTER  
133.8 353.7

UNICOM  
122.8 (CTAF) **L**



ELEV 651

MIRL Rwy 17-35 **L**

Orig 09071

34° 27' N-84° 56' W

CALHOUN/TOM B. DAVID FIELD (CZL)

## RNAV (GPS) RWY 35

CATEGORY	A	B	C	D
LNAV MDA	1460-1 809 (900-1)	1460-1¼ 809 (900-1¼)	1460-2¼ 809 (900-2¼)	1460-2½ 809 (900-2½)
CIRCLING	1460-1 809 (900-1)	1460-1¼ 809 (900-1¼)	1460-2¼ 809 (900-2¼)	1460-2½ 809 (900-2½)
ROME ALTIMETER SETTING MINIMUMS				
LNAV MDA	1620-1¼ 969 (1000-1¼)	1620-1½ 969 (1000-1½)	1620-3	969 (1000-3)
CIRCLING	1620-1¼ 969 (1000-1¼)	1620-1½ 969 (1000-1½)	1620-3	969 (1000-3)

## CALHOUN

**TOM B. DAVID FLD** (CZL) 3 S UTC-5(-4DT) N34°27.33' W84°56.35'

647 B S3 FUEL 100LL, JET A1+ NOTAM FILE MCN

RWY 17-35: H6000X100 (ASPH) S-15, D-100, 2D-100 MIRL

RWY 17: PAPI(P2L)—GA 4.0° TCH 51'. Trees.

RWY 35: PAPI(P2L). Thld displcd 1000'. Pole.

**AIRPORT REMARKS:** Attended 1300-0100Z†. Self svc fuel avbl with credit card. MIRL Rwy 17-35 preset on low ints dusk—0300Z†, to increase ints and ACTIVATE after 0300Z†—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.975 (706) 602-5906.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ ATLANTA CENTER APP/DEP CON 133.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE RMG.

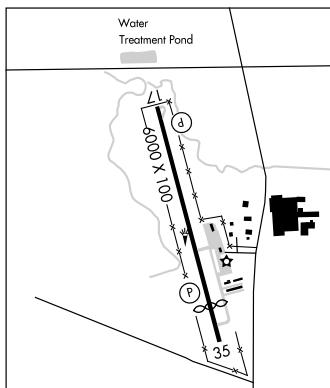
ROME (H) VORTACW 115.4 RMG Chan 101 N34°09.75'

W85°05.17' 026° 19.7 NM to fld. 1150/01E. HIWAS.

CALHOUN NDB (MHW) 323 OUK N34°24.09' W84°55.59'

351° 3.3 NM to fld. NOTAM FILE MCN. Unmonitored.

ILS 110.7 I-CZL Rwy 35. LOC only. LOC unusable  
15° left of course.



**CAMILLA-MITCHELL CO** (CXU) 2 SW UTC-5(-4DT) N31°12.79' W84°14.11'

175 B S3 FUEL 100LL, JET A NOTAM FILE MCN

RWY 08-26: H5003X100 (ASPH) S-16 MIRL

RWY 26: Trees.

**AIRPORT REMARKS:** Attended Mon-Sat 1300-2200Z†. Rwy 08-26 sfc cracking. MIRL Rwy 08-26 after 0230Z† ACTIVATE—CTAF.

**WEATHER DATA SOURCES:** AWOS-A 369 CXU.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ JACKSONVILLE CENTER APP/DEP CON 125.75

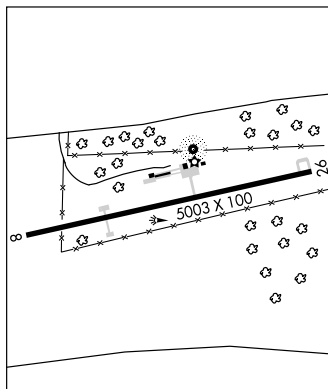
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ABY.

PECAN (H) VORTACW 116.1 PZD Chan 108 N31°39.31'

W84°17.59' 176° 26.6 NM to fld. 280/02W. HIWAS.

NDB (MHW) 369 CXU N31°12.88' W84°14.21' at fld.

NOTAM FILE MCN. AWOS-A.



**JACKSONVILLE**

H-9B, L-22I

IAP

## CANON

**FRANKLIN CO** (18A) 1 SW UTC-5(-4DT) N34°20.42' W83°07.85'

890 B FUEL 100LL, JET A NOTAM FILE MCN

RWY 08-26: H5000X75 (ASPH) S-15 MIRL

RWY 08: PAPI(P2L)—GA 3.25° TCH 26'. Trees.

RWY 26: PAPI(P2L)—GA 4.0° TCH 29'. Trees.

**AIRPORT REMARKS:** Unattended. After 0500Z†, ACTIVATE MIRL—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.625 (706) 245-1097. Precipitation and Thunderstorm/Lightning detection.

**COMMUNICATIONS:** CTAF 122.9

Ⓡ ATLANTA APP/DEP CON 127.5 (1115-0500Z†)

Ⓡ ATLANTA CENTER APP/DEP CON 127.5 (0500-1115Z†)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AND.

ELECTRIC CITY (L) VORTACW 108.6 ELW Chan 23 N34°25.15' W82°47.08' 255° 17.8 NM to fld. 736/00E.

**ATLANTA**

H-9B, 12F L-18J

IAP

NDB CXU <b>369</b>	APP CRS <b>077°</b>	Rwy Idg TDZE Apt Elev	<b>5003</b> <b>170</b> <b>176</b>
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**NDB RWY 8**

CAMILLA-MITCHELL COUNTY (CXU)

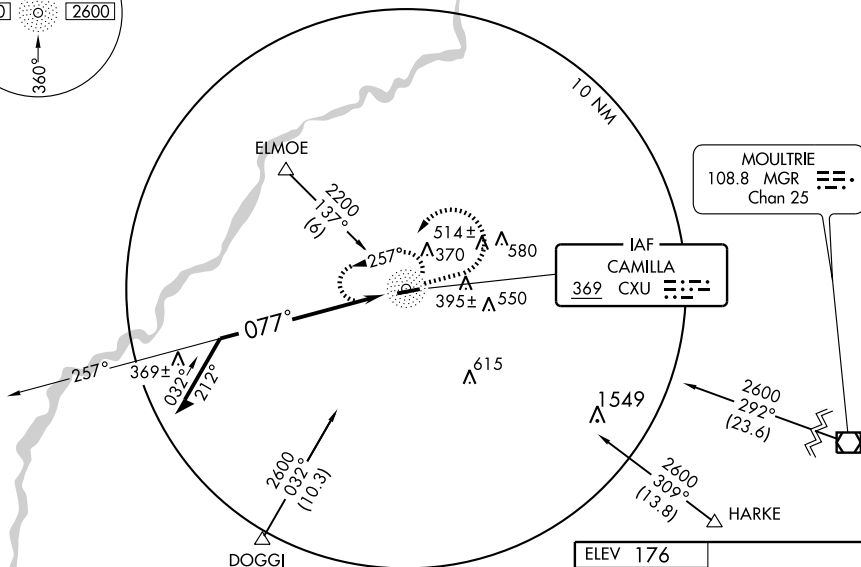
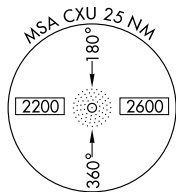
**⚠ NA** When local altimeter setting not received, use Albany altimeter setting and increase all MDAs 60 feet, increase S-8 Cats. C and D visibility ¼ mile and Circling Cat. C ¼ mile.

**MISSED APPROACH:** Climb to 1900 then climbing left turn to 2200 direct CXU NDB and hold.

AWOS-A  
**369**

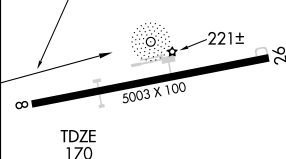
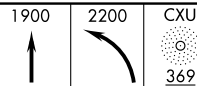
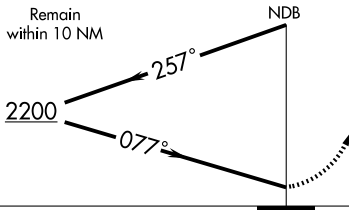
JACKSONVILLE CENTER  
**125.75 226.8**

UNICOM  
**122.8 (CTAF)** **0**



ELEV 176

Remain  
within 10 NM



CATEGORY	A	B	C	D
S-8	720-1	550 (600-1)	720-1½ 550 (600-1½)	720-1¾ 550 (600-1¾)
CIRCLING	720-1	544 (600-1)	760-1½ 584 (600-1½)	760-2 584 (600-2)

REIL Rwy 26  
MIRL Rwy 8-26 **0**

CAMILLA, GEORGIA

Amdt 2 09127

CAMILLA-MITCHELL COUNTY (CXU)

31°13'N-84°14'W

**NDB RWY 8**

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010



APP CRS	Rwy Idg	<b>5003</b>
<b>081°</b>	TDZE	<b>170</b>
	Apt Elev	<b>176</b>

# RNAV (GPS) RWY 8

CAMILLA-MITCHELL COUNTY (CXU)

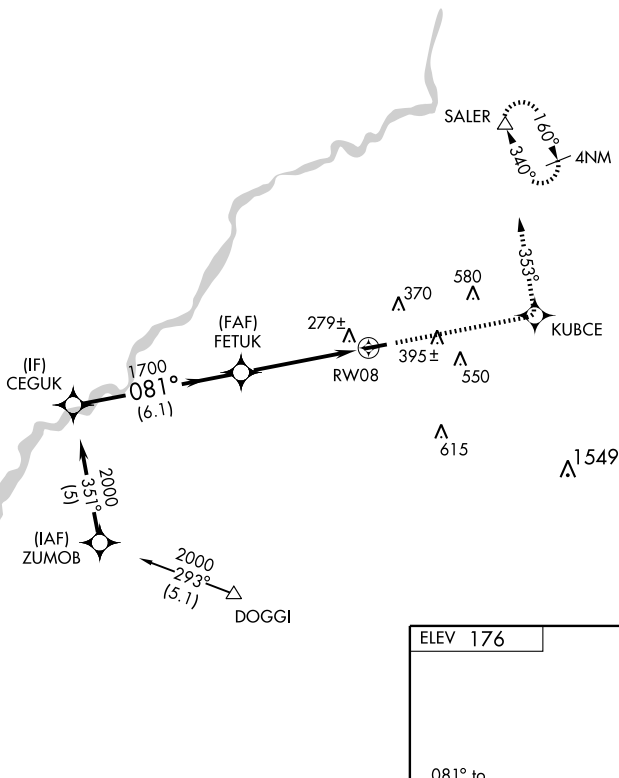
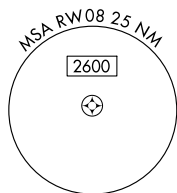
**V** **Δ** NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Albany altimeter setting and increase all MDA 60 feet, and LNAV Cats. C and D, and Circling Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct KUBCE and via 353° track to SALER and hold.

AWOS-A  
**369**

JACKSONVILLE CENTER  
**125.75 226.8**

UNICOM  
**122.8 (CTAF)** **0**



Procedure  
Turn NA

CEGUK

2000

081°

3000

KUBCE

353° TRK

SALER

FETUK

1700

3.04°

TCH 39

RW08

ELEV 176

081° to RW08

TDZE 170

221±

5003 X 100

26

CATEGORY

A

B

C

D

LNAV MDA

540-1 370 (400-1)

540-1¼  
370 (400-1¼)

CIRCLING

720-1 544 (600-1)

760-1½  
584 (600-1½)

760-2  
584 (600-2)

REIL Rwy 26  
MIRL Rwy 8-26 **0**

APP CRS **261°**  
 Rwy Idg **5003**  
 TDZE **176**  
 Apt Elev **176**

# RNAV (GPS) RWY 26

CAMILLA-MITCHELL COUNTY (CXU)

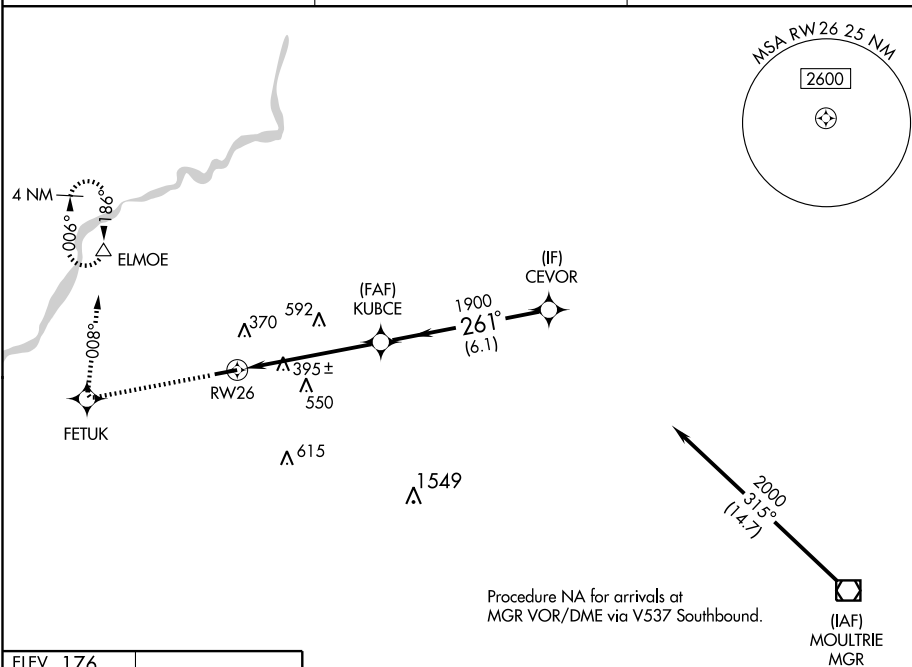
**NA** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
 When local altimeter setting not received, use Albany altimeter setting and increase all MDA 60 feet, and increase LNAV and Circling Cats. B/C/D ¼ mile.

**MISSED APPROACH:** Climb to 2000 direct FETUK and right turn via 008° track to ELMOE and hold.

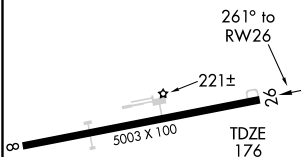
AWOS-A  
**369**

JACKSONVILLE CENTER  
**125.75 226.8**

UNICOM  
**122.8 (CTAF)**



ELEV **176**



2000	FETUK	008° TRK	ELMOE	CEVOR	Procedure Turn NA
			KUBCE	261°	2000
			1900		
			3.04° TCH 39°		
			5.2 NM	6.1 NM	
CATEGORY	A	B	C	D	
LNAV MDA	860-1	684 (700-1)	860-2 684 (700-2)	860-2¼ 684 (700-2¼)	
CIRCLING	860-1	684 (700-1)	860-2 684 (700-2)	860-2¼ 684 (700-2¼)	

REIL Rwy 26  
 MRL Rwy 8-26

## CALHOUN

**TOM B. DAVID FLD** (CZL) 3 S UTC-5(-4DT) N34°27.33' W84°56.35'

647 B S3 FUEL 100LL, JET A1+ NOTAM FILE MCN

RWY 17-35: H6000X100 (ASPH) S-15, D-100, 2D-100 MIRL

RWY 17: PAPI(P2L)—GA 4.0° TCH 51'. Trees.

RWY 35: PAPI(P2L). Thld displcd 1000'. Pole.

**AIRPORT REMARKS:** Attended 1300-0100Z±. Self svc fuel avbl with credit card. MIRL Rwy 17-35 preset on low ints dusk—0300Z±, to increase ints and ACTIVATE after 0300Z±—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.975 (706) 602-5906.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ ATLANTA CENTER APP/DEP CON 133.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE RMG.

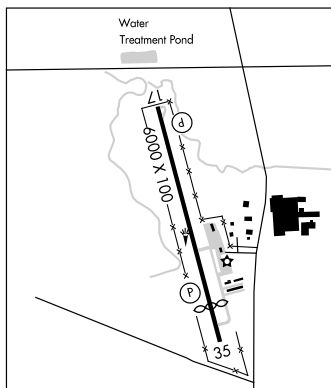
ROME (H) VORTACW 115.4 RMG Chan 101 N34°09.75'

W85°05.17' 026° 19.7 NM to fld. 1150/01E. HIWAS.

CALHOUN NDB (MHW) 323 OUK N34°24.09' W84°55.59'

351° 3.3 NM to fld. NOTAM FILE MCN. Unmonitored.

ILS 110.7 I-CZL Rwy 35. LOC only. LOC unusable  
15° left of course.



ATLANTA

H-9A, 12F, L-181

IAP

**CAMILLA-MITCHELL CO** (CXU) 2 SW UTC-5(-4DT) N31°12.79' W84°14.11'

175 B S3 FUEL 100LL, JET A NOTAM FILE MCN

RWY 08-26: H5003X100 (ASPH) S-16 MIRL

RWY 26: Trees.

**AIRPORT REMARKS:** Attended Mon-Sat 1300-2200Z±. Rwy 08-26 sfc cracking. MIRL Rwy 08-26 after 0230Z± ACTIVATE—CTAF.

**WEATHER DATA SOURCES:** AWOS-A 369 CXU.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ JACKSONVILLE CENTER APP/DEP CON 125.75

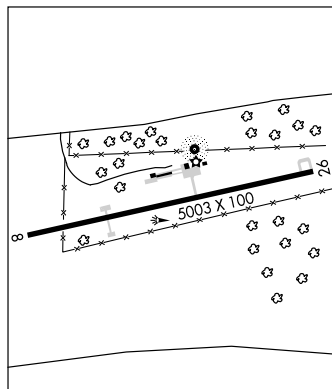
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ABY.

PECAN (H) VORTACW 116.1 PZD Chan 108 N31°39.31'

W84°17.59' 176° 26.6 NM to fld. 280/02W. HIWAS.

NDB (MHW) 369 CXU N31°12.88' W84°14.21' at fld.

NOTAM FILE MCN. AWOS-A.



JACKSONVILLE

H-9B, L-221

IAP

## CANON

**FRANKLIN CO** (18A) 1 SW UTC-5(-4DT) N34°20.42' W83°07.85'

890 B FUEL 100LL, JET A NOTAM FILE MCN

RWY 08-26: H5000X75 (ASPH) S-15 MIRL

RWY 08: PAPI(P2L)—GA 3.25° TCH 26'. Trees.

RWY 26: PAPI(P2L)—GA 4.0° TCH 29'. Trees.

**AIRPORT REMARKS:** Unattended. After 0500Z±, ACTIVATE MIRL—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.625 (706) 245-1097. Precipitation and Thunderstorm/Lightning detection.

**COMMUNICATIONS:** CTAF 122.9

Ⓡ ATLANTA APP/DEP CON 127.5 (1115-0500Z±)

Ⓡ ATLANTA CENTER APP/DEP CON 127.5 (0500-1115Z±)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AND.

ELECTRIC CITY (L) VORTACW 108.6 ELW Chan 23 N34°25.15' W82°47.08' 255° 17.8 NM to fld. 736/00E.

ATLANTA

H-9B, 12F L-181

IAP



APP CRS	Rwy Idg	<b>5000</b>
<b>257°</b>	TDZE	<b>890</b>
	Apt Elev	<b>890</b>

# RNAV (GPS) RWY 26

CANON/ FRANKLIN COUNTY (18A)

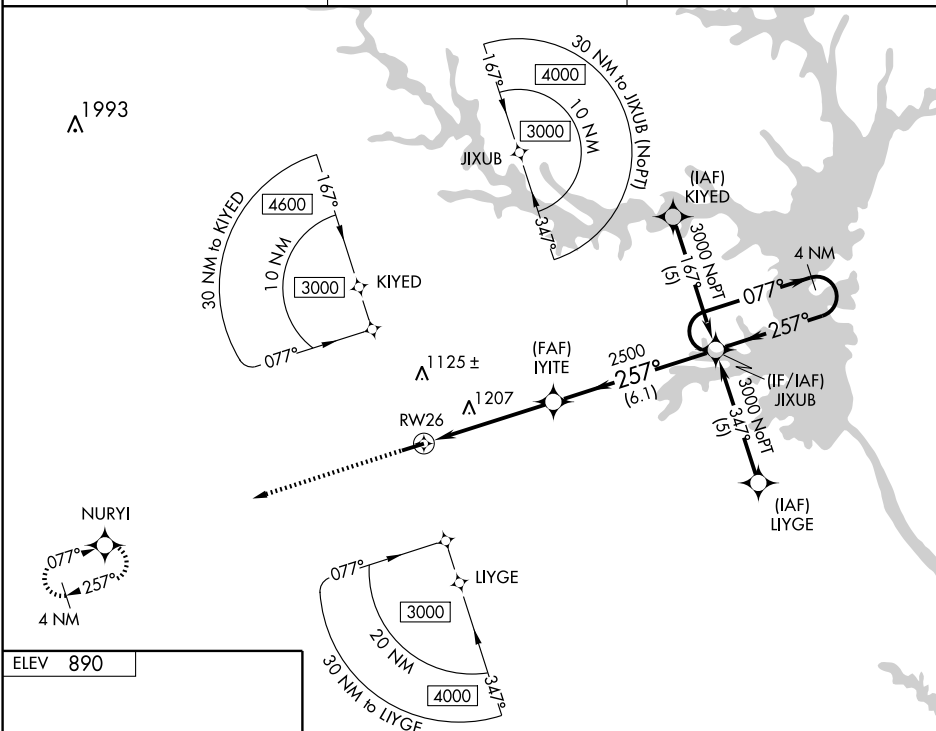
**V** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
**Δ** NA Use Toccoa altimeter setting; when not received, use Anderson Rgnl altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 3000 direct NURYI and hold.

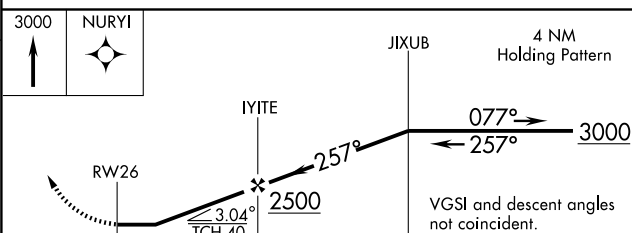
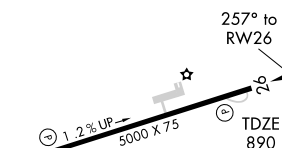
AWOS-3  
**118.625**

ATLANTA CENTER ★  
**127.5 316.05**

CTAF  
**122.9**



ELEV 890



CATEGORY	A	B	C	D
RNAV MDA	1520-1 630 (700-1)	1520-1 630 (700-1)	1520-1 630 (700-1)	1520-2 630 (700-2)
CIRCLING	1520-1 630 (700-1)	1520-1 630 (700-1)	1520-1 630 (700-1)	1580-2 690 (700-2)

MIRL Rwy 8-26

## CANTON

**CHEROKEE CO** (47A) 6 NE UTC-5(-4DT) N34°18.64' W84°25.43'

1219 B S4 FUEL 100LL, JET A NOTAM FILE MCN

RWY 04-22: H3414X75 (ASPH) S-26 MIRL 0.3% up NE

RWY 04: PAPI (P2L)—GA 2.50° TCH 26'.

RWY 22: PAPI (P2L)—GA 2.50° TCH 26'. Trees.

**AIRPORT REMARKS:** Attended 1300-2300Z†. ACTIVATE MIRL Rwy 04-22, PAPI Rwy 04 and Rwy 22—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.825 (770) 704-6235.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

Ⓡ ATLANTA APP/DEP CON 121.0

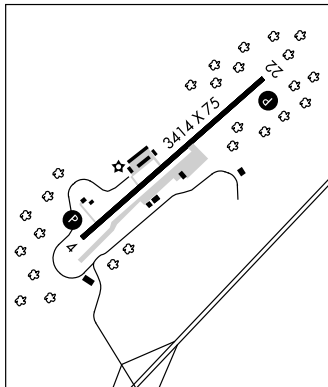
**RADIO AIDS TO NAVIGATION:** NOTAM FILE RMG.

ROME (H) VORTACW 115.4 RMG Chan 101 N34°09.75'

W85°07.17' 074° 35.7 NM to fld. 1150/01E.

HIWAS.

CHERO NDB (MHW) 415 DJD N34°15.14' W84°29.26' 046°  
4.7 NM to fld. NOTAM FILE MCN.



**CARROLLTON** N33°33.95' W85°07.85' NOTAM FILE MCN.

NDB (MHW) 278 GPQ 347° 4.1 NM to West Georgia Rgnl—OV Gray Fld. NDB unusable byd 15 NM.

ATLANTA

L-181

## CARROLLTON

**WEST GEORGIA RGNL—OV GRAY FLD** (CTJ) 5 NW UTC-5(-4DT) N33°37.90' W85°09.14'

1161 B S2 FUEL 100LL, JET A1 OX 1 NOTAM FILE MCN

RWY 17-35: H5503X100 (ASPH) S-43, D-56, 2D-83 MIRL 1.0% up N

RWY 17: PAPI (P4L)—GA 3.0° TCH 33'. Trees.

RWY 35: PAPI (P4L)—GA 3.0° TCH 35'. Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1300-2300Z†, Sat 1400-2300Z†, Sun 1700-2300Z†. Deer on and near rwyts at all times. MIRL Rwy 17-35 preset med ints dusk-0300Z†, after 0300Z† ACTIVATE—CTAF. ACTIVATE PAPI Rwy 17 and Rwy 35—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.175 (770) 214-9667.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

Ⓡ ATLANTA APP/DEP CON 121.0 CLNC DEL 121.6

**RADIO AIDS TO NAVIGATION:** NOTAM FILE RMG.

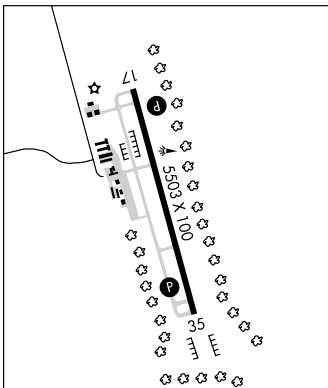
ROME (H) VORTACW 115.4 RMG Chan 101 N34°09.75'

W85°07.17' 182° 31.8 NM to fld. 1150/01E.

HIWAS.

CARROLLTON NDB (MHW) 278 GPQ N33°33.95' W85°07.85'  
347° 4.1 NM to fld. NOTAM FILE MCN. NDB unusable byd 15 NM.

ILS 111.7 I-CTJ Rwy 35.



(DIFFI.DIFFI1) 10210

# DIFFI ONE ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA

ATLANTA APP CON  
119.8  
FULTON COUNTY ATIS  
120.175  
DEKALB-PEACHTREE ATIS  
128.4  
DOBBINS ARB ATIS \*  
269.5

ROME  
115.4 RMG  
Chan 101

CARTERSVILLE

CHEROKEE COUNTY

LEE GILMER  
MEMORIAL

COBB COUNTY-  
McCULLUM FIELD

DOBBINS  
DOB  
Chan 77

GWINNETT COUNTY-  
BRISCOE FIELD

PAULDING CO  
RGNL

DOBBINS  
ARB

DEKALB-  
PEACHTREE

DIFFI  
N33°48.86'  
W85°04.10'

TIINI  
N33°41.90'-W85°03.08'

## VERTICAL NAVIGATION PLANNING INFORMATION

Expect clearance to cross at 5000.

TEMPO  
N33°36.68'  
W85°02.32'

NANNC  
N33°23.32'  
W85°06.32'

NOTE: DME required from LGC VORTAC to TEMPO INT.  
NOTE: This procedure applicable to turboprop and  
turbojet aircraft operating at or above 7000.

BUUZZ

N33°16.66'-W85°08.30'

## VERTICAL NAVIGATION PLANNING INFORMATION

Turbojets expect clearance to cross at 11000.  
Turboprops expect clearance to cross BUUZZ at 7000.

LAGRANGE  
115.6 LGC  
Chan 103  
N33°02.95' - W85°12.37'  
L-18, H-9-12

## ARRIVAL ROUTE DESCRIPTION

From LGC VORTAC via R-013 to  
TEMPO INT, then via RMG VORTAC  
R-172 to DIFFI INT. Expect radar vectors.

NOTE: Chart not to scale.

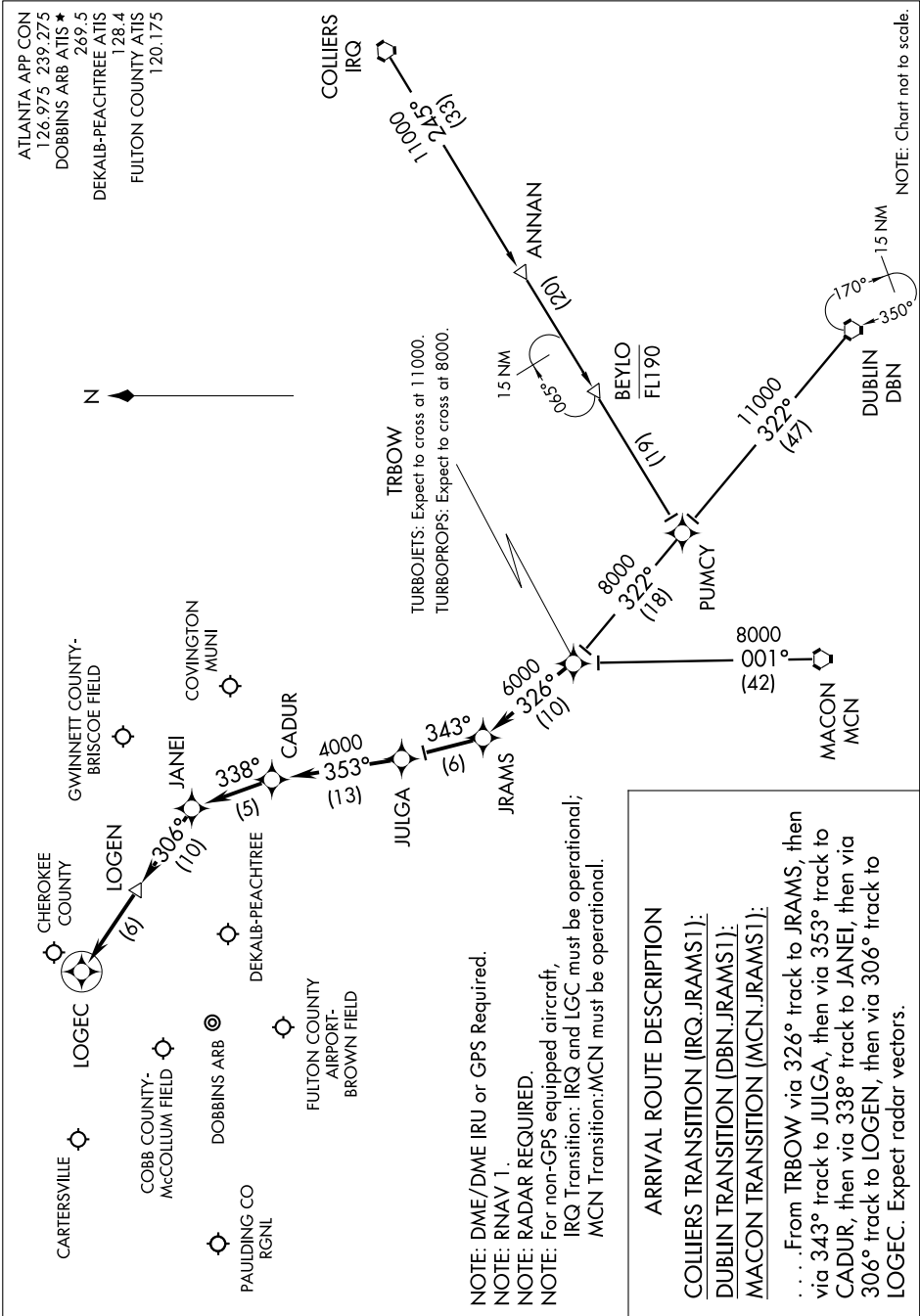
# DIFFI ONE ARRIVAL

(DIFFI.DIFFI1) 10210

ATLANTA, GEORGIA

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010





## NDB RWY 4

CANTON/ CHEROKEE COUNTY (47A)

NDB DJD <b>415</b>	APP CRS <b>046°</b>	Rwy Idg TDZE Apt Elev	<b>3414</b> <b>1219</b> <b>1219</b>
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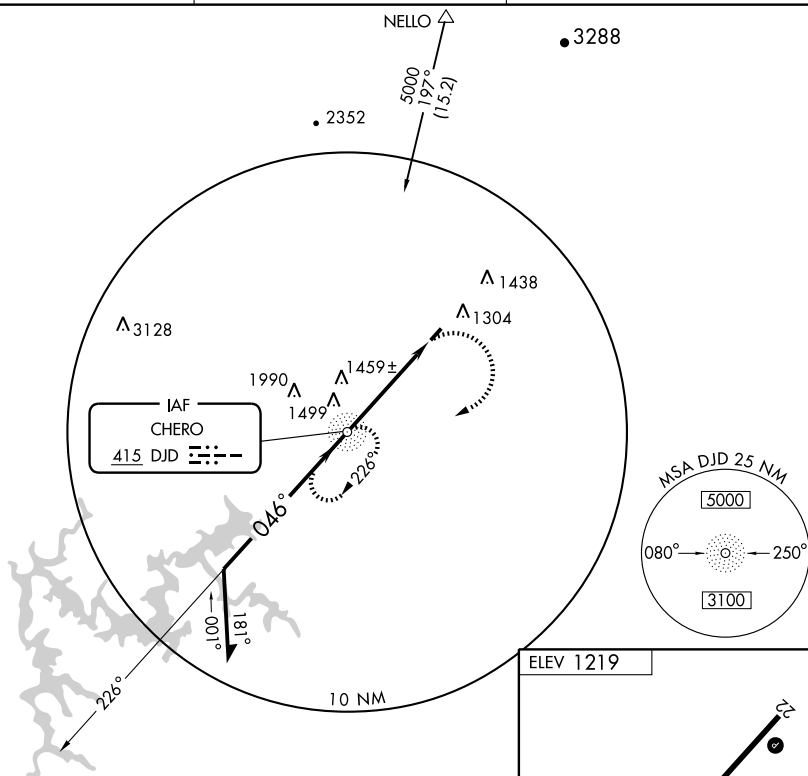
When local altimeter setting not received, use Marietta  
altimeter setting and increase all MDAs 80 feet, and  
all Cat. C visibilities 1/4 mile.

MISSED APPROACH: Climbing right turn  
to 3300 direct DJD NDB and hold.

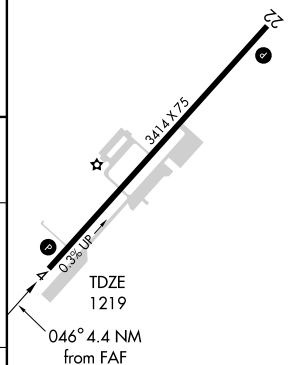
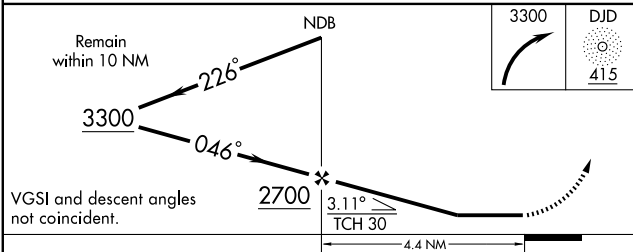
AWOS-3  
**119.825**

ATLANTA APP CON  
**121.0 268.7**

UNICOM  
**123.0 (CTAF) 0**



ELEV 1219



CATEGORY	A	B	C	D
S-4	1760-1	541 (600-1)	1760-1½ 541 (600-1½)	NA
CIRCLING	1760-1	541 (600-1)	1760-1½ 541 (600-1½)	NA

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

MIRL Rwy 4-22 0

WAAS  
CH **56605**  
**W04A**

APP CRS  
**046°**

Rwy Idg **3414**  
TDZE **1219**  
Apt Elev **1219**

# RNAV (GPS) RWY 4

CANTON/ CHEROKEE COUNTY (47A)

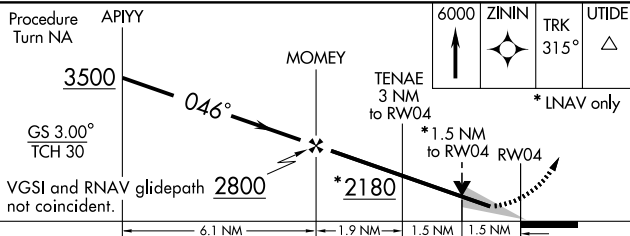
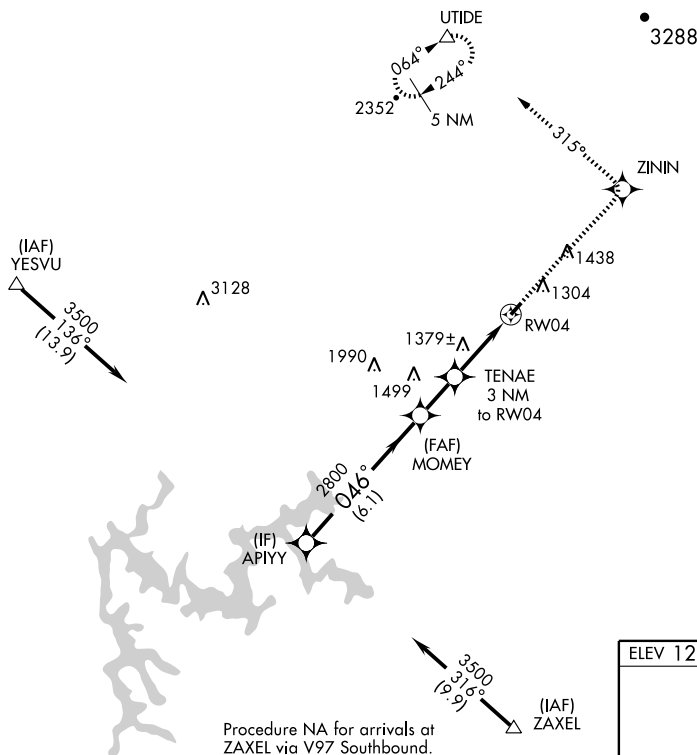
**NA** DME/DME RNP-0.3 NA. VDP NA when using Marietta alimeter setting. When local alimeter setting not received, use Marietta alimeter setting and increase all DAs/MDAs 80 feet, LPV all Cats visibility ¼ mile and LNAV Cat C ½ mile.

**MISSED APPROACH:** Climb to 6000 direct ZININ and via 315° track to UTIDE and hold, continue climb-in-hold to 6000.

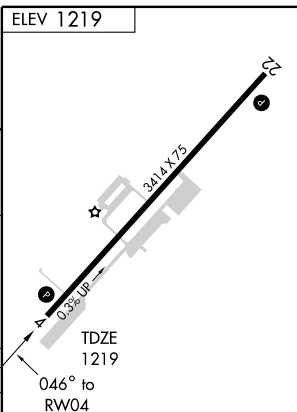
AWOS-3  
**119.825**

ATLANTA APP CON  
**121.0 268.7**

UNICOM  
**123.0 (CTAF)**



CATEGORY	A	B	C	D
LPV DA	1469-1	250 (300-1)		NA
LNAV MDA	1640-1	421 (500-1)	1640-1¼ 421 (500-1¼)	NA
CIRCLING	1720-1	501 (600-1)	1720-1½ 501 (600-1½)	NA



MIRL Rwy 4-22

APP CRS **226°**  
 Rwy Idg **3414**  
 TDZE **1219**  
 Apt Elev **1219**

# RNAV (GPS) RWY 22

CANTON/ CHEROKEE COUNTY (47A)

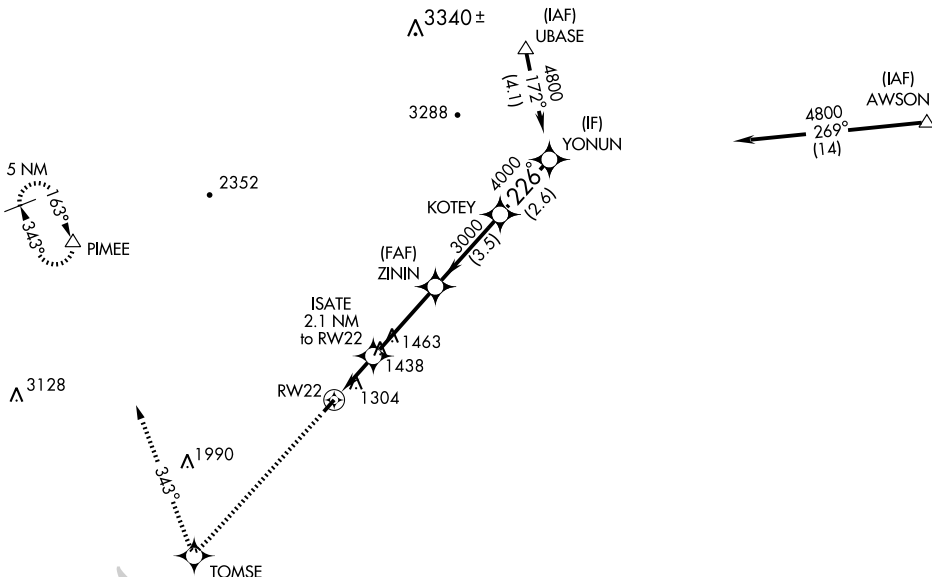
**V** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Marietta altimeter setting and increase all MDAs 80 feet and LNAV Cat. C visibility  $\frac{1}{4}$  mile.

MISSED APPROACH: Climb to 6000 direct TOMSE and right turn on track 343° to PIMEE and hold, continue climb-in-hold to 6000.

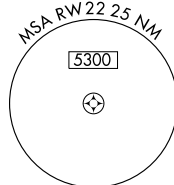
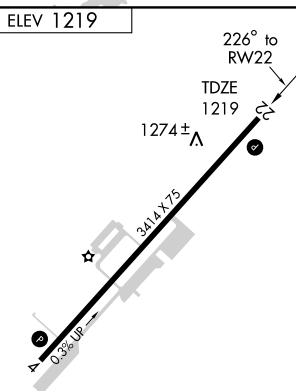
AWOS-3  
**119.825**

ATLANTA APP CON  
**121.0 268.7**

UNICOM  
**123.0 (CTAF) 0**



ELEV 1219



	6000	TOMSE	PIMEE	YONUN
	↑	✱	trk 343°	△
			ISATE 2.1 NM to RWY 22	
			1860	3000
			3.04° TCH 30	4000
				4800
				Procedure Turn NA
				VGSI and descent angles not coincident.
	2.1 NM	3.3 NM	3.5 NM	2.6 NM
CATEGORY	A	B	C	D
LNAV MDA	1560-1	341 (400-1)		NA
CIRCLING	1720-1	501 (600-1)	1720-1½ 501 (600-1½)	NA

MIRL Rwy 4-22 0

# CANTON

**CHEROKEE CO** (47A) 6 NE UTC-5(-4DT) N34°18.64' W84°25.43'

ATLANTA

1219 B S4 FUEL 100LL, JET A NOTAM FILE MCN  
RWY 04-22: H3414X75 (ASPH) S-26 MIRL 0.3% up NE

L-18J

IAP

RWY 04: PAPI (P2L)—GA 2.50° TCH 26'.  
RWY 22: PAPI (P2L)—GA 2.50° TCH 26'. Trees.

**AIRPORT REMARKS:** Attended 1300-2300Z†. ACTIVATE MIRL Rwy 04-22, PAPI Rwy 04 and Rwy 22—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.825 (770) 704-6235.

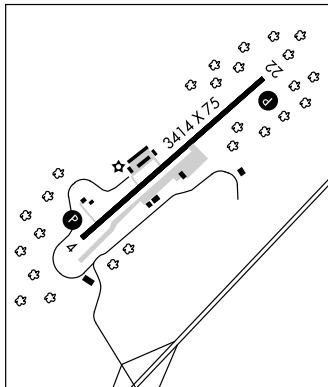
**COMMUNICATIONS:** CTAF/UNICOM 123.0

Ⓡ ATLANTA APP/DEP CON 121.0

**RADIO AIDS TO NAVIGATION:** NOTAM FILE RMG.

ROME (H) VORTACW 115.4 RMG Chan 101 N34°09.75'  
W85°07.17' 074° 35.7 NM to fld. 1150/01E.  
HIWAS.

CHERO NDB (MHW) 415 DJD N34°15.14' W84°29.26' 046°  
4.7 NM to fld. NOTAM FILE MCN.



**CARROLLTON** N33°33.95' W85°07.85' NOTAM FILE MCN.

ATLANTA

NDB (MHW) 278 GPQ 347° 4.1 NM to West Georgia Rgnl—OV Gray Fld. NDB unusable byd 15 NM.

L-18I

# CARROLLTON

**WEST GEORGIA RGNL—OV GRAY FLD** (CTJ) 5 NW UTC-5(-4DT) N33°37.90' W85°09.14'

ATLANTA

1161 B S2 FUEL 100LL, JET A1 OX 1 NOTAM FILE MCN

H-9A, 12F, L-18I

RWY 17-35: H5503X100 (ASPH) S-43, D-56, 2D-83 MIRL 1.0% up N

IAP

RWY 17: PAPI (P4L)—GA 3.0° TCH 33'. Trees.  
RWY 35: PAPI (P4L)—GA 3.0° TCH 35'. Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1300-2300Z†, Sat 1400-2300Z†, Sun 1700-2300Z†. Deer on and near rwys at all times. MIRL Rwy 17-35 preset med ints dusk-0300Z†, after 0300Z† ACTIVATE—CTAF. ACTIVATE PAPI Rwy 17 and Rwy 35—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.175 (770) 214-9667.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

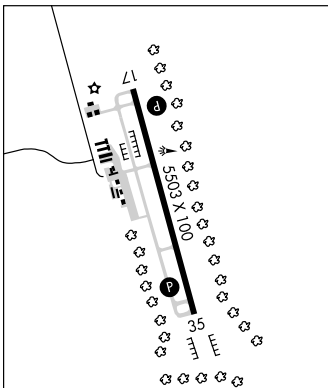
Ⓡ ATLANTA APP/DEP CON 121.0 CLNC DEL 121.6

**RADIO AIDS TO NAVIGATION:** NOTAM FILE RMG.

ROME (H) VORTACW 115.4 RMG Chan 101 N34°09.75'  
W85°07.17' 182° 31.8 NM to fld. 1150/01E.  
HIWAS.

CARROLLTON NDB (MHW) 278 GPQ N33°33.95' W85°07.85'  
347° 4.1 NM to fld. NOTAM FILE MCN. NDB unusable byd 15 NM.

ILS 111.7 I-CTJ Rwy 35.



# (AWSON.AWSON1) 09183

## AWSON ONE ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA

ATLANTA APP CON  
126.975 239.275  
FULTON COUNTY ATIS  
120.175  
DEKALB PEACHTREE ATIS  
128.4  
DOBBINS ARB ATIS \*  
269.5

VOLUNTEER  
116.4 VVX  
Chan 111  
N35°54.29' - W83°53.68'  
L-25, H-9-12

SNOWBIRD  
108.8 SOT  
Chan 25  
N35°47.41' - W83°03.14'  
L-25, H-9-12

SUGARLOAF MOUNTAIN  
112.2 SUG  
Chan 59  
N35°24.39' - W82°16.12'  
L-25

CERAY  
N34°59.97' - W83°41.55'

HARRIS  
109.8 HRS  
Chan 35

FOOTHILLS  
113.4 ODF  
Chan 81  
N34°41.75' - W83°17.86'  
L-25, H-9-12

AWSON  
N34°28.82' - W83°59.06'

DEHAN  
N34°19.00' - W84°04.30'  
**NAVIGATIONAL PLANNING INFORMATION**  
All aircraft expect clearance to cross at 8000'.

DLUTH  
N34°05.26' - W84°11.61'

ELECTRIC CITY  
108.6 ELW  
Chan 23

CARTERSVILLE  
PAULDING CO RGNL  
DOBBINS ARB  
FULTON COUNTY AIRPORT-BROWN FIELD  
WEST GEORGIA RGNL-O.V. GRAY FIELD  
PEACHTREE CITY-FALCON FIELD  
NEWMAN-COWETA COUNTY  
COBB COUNTY-McCOLLUM FIELD  
DEKALB-PEACHTREE  
CLAYTON COUNTY-TARA FIELD  
GWINNETT COUNTY-BRISCOE FIELD  
ATLANTA 116.9 ATL Chan 116  
COVINGTON MUNI  
GRIFFIN-SPALDING COUNTY

NOTE: DME Required.  
NOTE: RADAR required SOT transition.  
NOTE: This procedure applicable to turbojet and turboprop aircraft.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

# AWSON ONE ARRIVAL

## (AWSON.AWSON1) 09183

ATLANTA, GEORGIA

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010

## ARRIVAL DESCRIPTION

CERAY TRANSITION (CERAY.AWSON1): From over CERAY INT via ATL R-024 to AWSON INT. Thence. . . .

FOOTHILLS TRANSITION (ODF.AWSON1): From over ODF VORTAC via ODF R-249 to AWSON INT. Thence. . . .

SNOWBIRD TRANSITION (SOT.AWSON1): From over SOT VORTAC via SOT R-218 and ATL R-024 to AWSON INT. Thence. . . .

SUGARLOAF MOUNTAIN TRANSITION (SUG.AWSON1): From over SUG VORTAC via SUG R-253 and ATL R-024 to AWSON INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.AWSON1): From over VXV VORTAC via VXV R-173 and ATL R-024 to AWSON INT. Thence. . . .

. . . .From over AWSON INT via ATL R-024 to DLUTH INT. Expect radar vectors to final approach course after DEHAN INT.

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010

LOC I-CTJ <b>111.7</b>	APP CRS <b>348°</b>	Rwy Idg TDZE Apt Elev	<b>5503</b> <b>1140</b> <b>1161</b>
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## ILS or LOC/NDB RWY 35

CARROLLTON / WEST GEORGIA RGNL-O V GRAY FIELD (CTJ)

▼ If local altimeter setting not received, use Newnan  
altimeter setting and increase DA to 1430 feet;  
▲ NA increase all MDAs 100 feet.

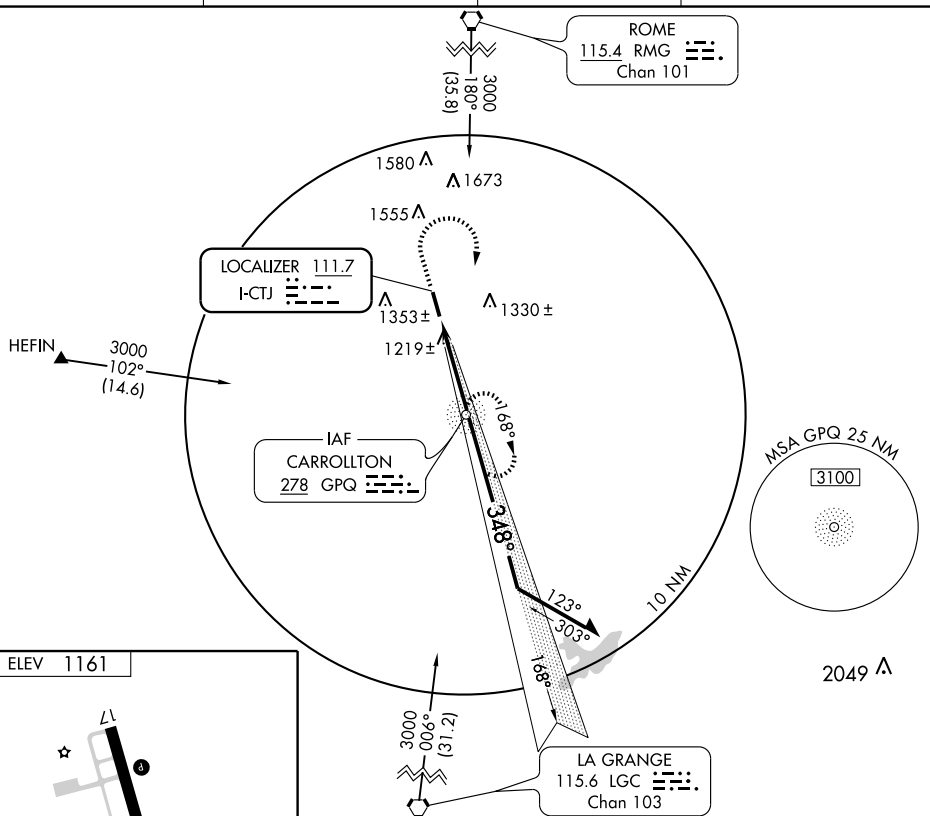
MISSED APPROACH: Climb to 1800 then climbing  
right turn to 3000 direct GPQ NDB and hold.

AWOS-3  
**118.175**

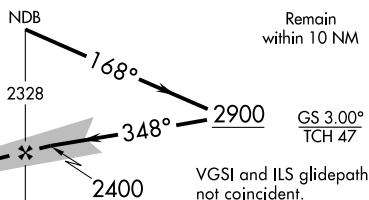
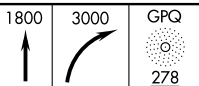
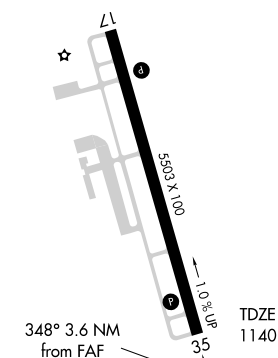
ATLANTA APP CON  
**121.0 268.7**

CLNC DEL  
**121.6**

UNICOM  
**122.7 (CTAF)** ①



ELEV 1161



CATEGORY	A	B	C	D
S-ILS 35		1340-3/4	200 (200-3/4)	
S-LOC 35		1480-1	340 (400-1)	
CIRCLING	1660-1 499 (500-1)	1680-1 519 (600-1)	1680-1 1/2 519 (600-1 1/2)	1720-2 559 (600-2)

CARROLLTON, GEORGIA

Orig 09127

CARROLLTON / WEST GEORGIA RGNL-O V GRAY FIELD (CTJ)

33°38'N - 85°09'W

ILS or LOC/NDB RWY 35

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010

APP CRS **168°**  
Rwy ldg **5503**  
TDZE **1164**  
Apt Elev **1165**

# RNAV (GPS) RWY 17

CARROLLTON/ WEST GEORGIA RGNL-O V GRAY FIELD (CTJ)

**When local altimeter setting not received, use Newnan altimeter setting and increase all MDA 100 feet and visibility LNAV Cat C/D and Circling Cat C ¼ mile. Visibility reduction by helicopters NA.**

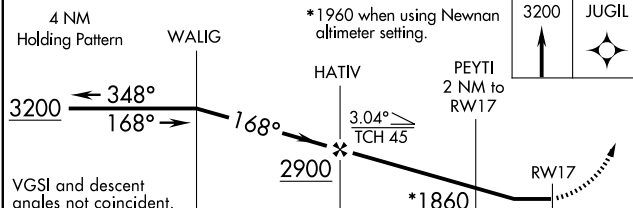
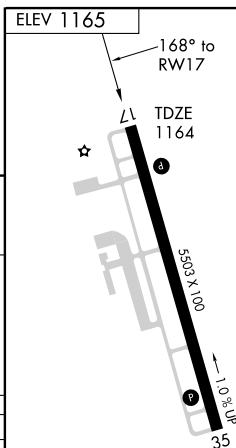
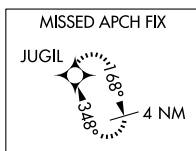
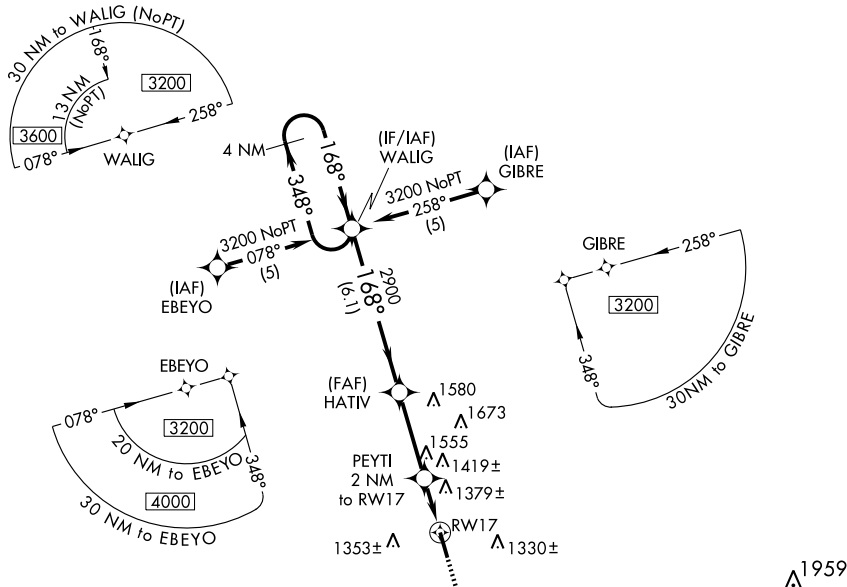
**MISSED APPROACH:** Climb to 3200 direct JUGIL and hold.

AWOS-3  
**118.175**

ATLANTA APP CON  
**121.0 268.7**

CLNC DEL  
**121.6**

UNICOM  
**122.7 (CTAF) 0**



CATEGORY	A	B	C	D
LNAV MDA	1640-1 476 (500-1)	1640-1¼ 476 (500-1¼)	1640-1½ 476 (500-1½)	1640-1½ 476 (500-1½)
CIRCLING	1660-1 495 (500-1)	1680-1 515 (600-1)	1680-1½ 515 (600-1½)	1720-2 555 (600-2)

MIRL Rwy 17-35 0



WAAS Chan <b>60907</b> <b>W35A</b>	APP CRS <b>348°</b>	Rwy Idg <b>5503</b> TDZE <b>1140</b> Apt Elev <b>1161</b>
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## RNAV (GPS) RWY 35

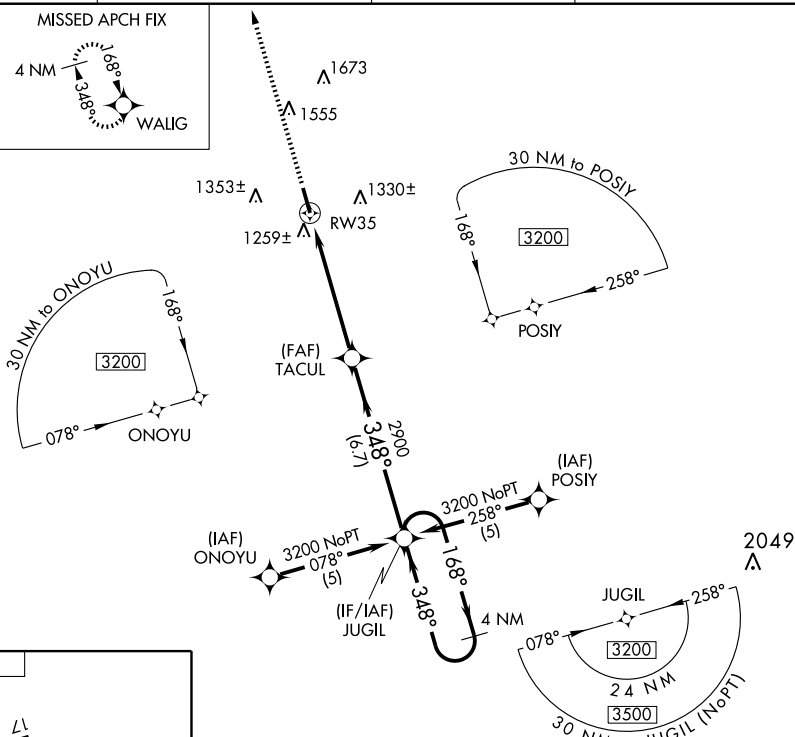
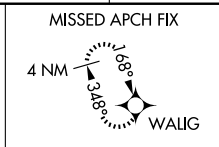
CARROLLTON / WEST GEORGIA RGNL-O V GRAY FIELD (CTJ)

- T** If local altimeter setting not received, use Newnan altimeter setting and  
**A** increase DA to 1480 feet; increase all MDAs 100 feet. DME/DME RNP-0.3 NA.  
 VDP NA when using Newnan altimeter setting.

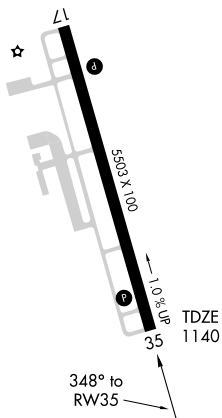
**MISSED APPROACH:** Climb to 3200 direct WALIG and hold.

AWOS-3  
118.175

ATLANTA APP CON  
121.0 268.7

CLNC DEL  
**121.6**UNICOM  
122.7 (CTAF) **L**

ELEV 1161

MIRL Rwy 17-35 **L**

Orig 09127

CARROLLTON / WEST GEORGIA RGNL-O V GRAY FIELD (CTJ)

33°38'N - 85°09'W

RNAV (GPS) RWY 35

SE-4. 26 AUG 2010 to 23 SEP 2010

**CARTERSVILLE** (VPC) 3 SW UTC-5(-4DT) N34°07.39' W84°50.92'

ATLANTA

759 B S4 FUEL 100LL, JET A1+ TPA—See Remarks NOTAM FILE VPC

H-9A, 12F, L-181

RWY 01-19: H5760X100 (ASPH-GRVD) S-26 HIRL 0.5% up S

IAP

RWY 01: PAPI(P2L)—GA 3.0° TCH 38'. Thld displd 740'. Trees.

RWY 19: REIL. PAPI(P2L). Trees.

**AIRPORT REMARKS:** Attended 1100-0200Z†. Deer on and in/ovf arpt. Ultralight activity on and in/ovf arpt. TPA for light acft 1800(1041), TPA for jet and turboprop acft 2300(1541), TPA for ultralight acft 1300(541). Ultralight traffic pattern inside normal pattern with central third of Rwy 01-19 designated ultralight ldg and txf area. Ultralight pattern entry crosses field approximately 2000' from either approach end at 541' AGL. Be advised—grass strip 4.9 NW of arpt. HIRL Rwy 01-19, PAPI Rwy 01 and Rwy 19 and REIL Rwy 19 opr dusk-0300Z†; after 0300Z† ACTIVATE—CTAF.

**WEATHER DATA SOURCES:** ASOS 120.525 (770) 606-0375.

**COMMUNICATIONS:** CTAF/UNICOM 123.05

Ⓡ ATLANTA APP/DEP CON 121.0

GCO 121.725 (ATLANTA LARGE TRACON CLNC DEL AND FLIGHT SERVICES)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE RMG.

ROME (H) VORTACW 115.4 RMG Chan 101 N34°09.75' W85°07.17' 099° 13.7 NM to fld. 1150/01E.

HIWAS.

NDB (MHW) 308 EVZ N34°11.98' W84°50.59' 187° 4.6 NM to fld. NOTAM FILE VPC.

ILS/DME 110.35 I-VP C Chan 40(Y) Rwy 19. (LOC only). LOC unmonitored 0200-1100Z†.

**COMM/NAV/WEATHER REMARKS:** ASOS wind data unreliable 210°-350°.

**CEDAR** N33°32.00' W82°36.86' NOTAM FILE MCN.

ATLANTA

NDB (MHW/LOM) 341 AA 096° 4.9 NM to Thomson-McDuffie Co. NDB unusable byd 15 NM.

L-241

## CEDARTOWN

**POLK CO ARPT-CORNELIUS MOORE FLD** (4A4) 5 E UTC-5(-4DT) N34°01.12' W85°08.79'

ATLANTA

974 B S2 FUEL 100LL, JET A1+ NOTAM FILE MCN

L-181

RWY 09-27: H4004X75 (ASPH) S-20 MIRL 0.4% up W

IAP

RWY 09: PAPI(P2L). Treeline.

RWY 27: PAPI(P2L). Treeline.

**AIRPORT REMARKS:** Attended 1300-0100Z†. Parachute Jumping. Rwy 09 6'-12' trees at thld 150' left. Rwy 27 +10' trees 113' from thld 150' right. ACTIVATE MIRL Rwy 09-27 and PAPI Rwy 09 and Rwy 27—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

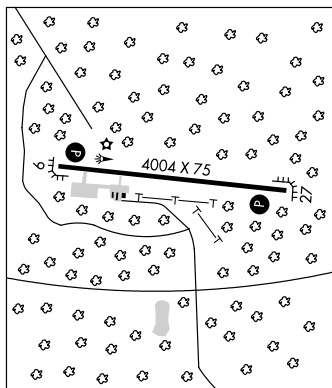
Ⓡ ATLANTA CENTER APP/DEP CON 133.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE RMG.

ROME (H) VORTACW 115.4 RMG Chan 101 N34°09.75'

W85°07.17' 188° 8.7 NM to fld. 1150/01E.

HIWAS.



**CHERO** N34°15.14' W84°29.26' NOTAM FILE MCW.

ATLANTA

NDB (MHW) 415 DJD 046° 4.7 NM to Cherokee Co.

L-18J

**CHEROKEE CO** (See CANTON)

# AWSON ONE ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA

ATLANTA APP CON  
126.975 239.275  
FULTON COUNTY ATIS  
120.175  
DEKALB PEACHTREE ATIS  
128.4  
DOBBINS ARB ATIS \*  
269.5

VOLUNTEER  
116.4 VVX  
Chan 111  
N35°54.29' - W83°53.68'  
L-25, H-9-12

SNOWBIRD  
108.8 SOT  
Chan 25  
N35°47.41' -  
W83°03.14'  
L-25, H-9-12

SUGARLOAF  
MOUNTAIN  
112.2 SUG  
Chan 59  
N35°24.39' -  
W82°16.12'  
L-25

CERAY  
N34°59.97' -  
W83°41.55'

HARRIS  
109.8 HRS  
Chan 35

FOOTHILLS  
113.4 ODF  
Chan 81  
N34°41.75' - W83°17.86'  
L-25, H-9-12

AWSON  
N34°28.82' -  
W83°59.06'

DEHAN  
N34°19.00' - W84°04.30'  
**NAVIGATIONAL PLANNING  
INFORMATION**  
All aircraft expect clearance  
to cross at 8000'.

DLUTH  
N34°05.26' -  
W84°11.61'

ELECTRIC CITY  
108.6 ELW  
Chan 23

CARTERSVILLE  
PAULDING CO  
RGNL  
DOBBINS ARB  
FULTON COUNTY  
AIRPORT-  
BROWN FIELD  
WEST GEORGIA RGNL-  
O.V. GRAY FIELD  
PEACHTREE CITY-  
FALCON FIELD  
NEWMAN-  
COWETA  
COUNTY  
COBB COUNTY-  
McCOLLUM FIELD  
DEKALB-  
PEACHTREE  
ATLANTA  
116.9 ATL  
Chan 116  
GWINNETT COUNTY-  
BRISCOE FIELD  
CLAYTON COUNTY-  
TARA FIELD  
GRIFFIN-SPALDING COUNTY  
COVINGTON MUNI

NOTE: DME Required.  
NOTE: RADAR required SOT transition.  
NOTE: This procedure applicable to  
turbojet and turboprop aircraft.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

# AWSON ONE ARRIVAL

09183

ATLANTA, GEORGIA

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010

## ARRIVAL DESCRIPTION

CERAY TRANSITION (CERAY.AWSON1): From over CERAY INT via ATL R-024 to AWSON INT. Thence. . . .

FOOTHILLS TRANSITION (ODF.AWSON1): From over ODF VORTAC via ODF R-249 to AWSON INT. Thence. . . .

SNOWBIRD TRANSITION (SOT.AWSON1): From over SOT VORTAC via SOT R-218 and ATL R-024 to AWSON INT. Thence. . . .

SUGARLOAF MOUNTAIN TRANSITION (SUG.AWSON1): From over SUG VORTAC via SUG R-253 and ATL R-024 to AWSON INT. Thence. . . .

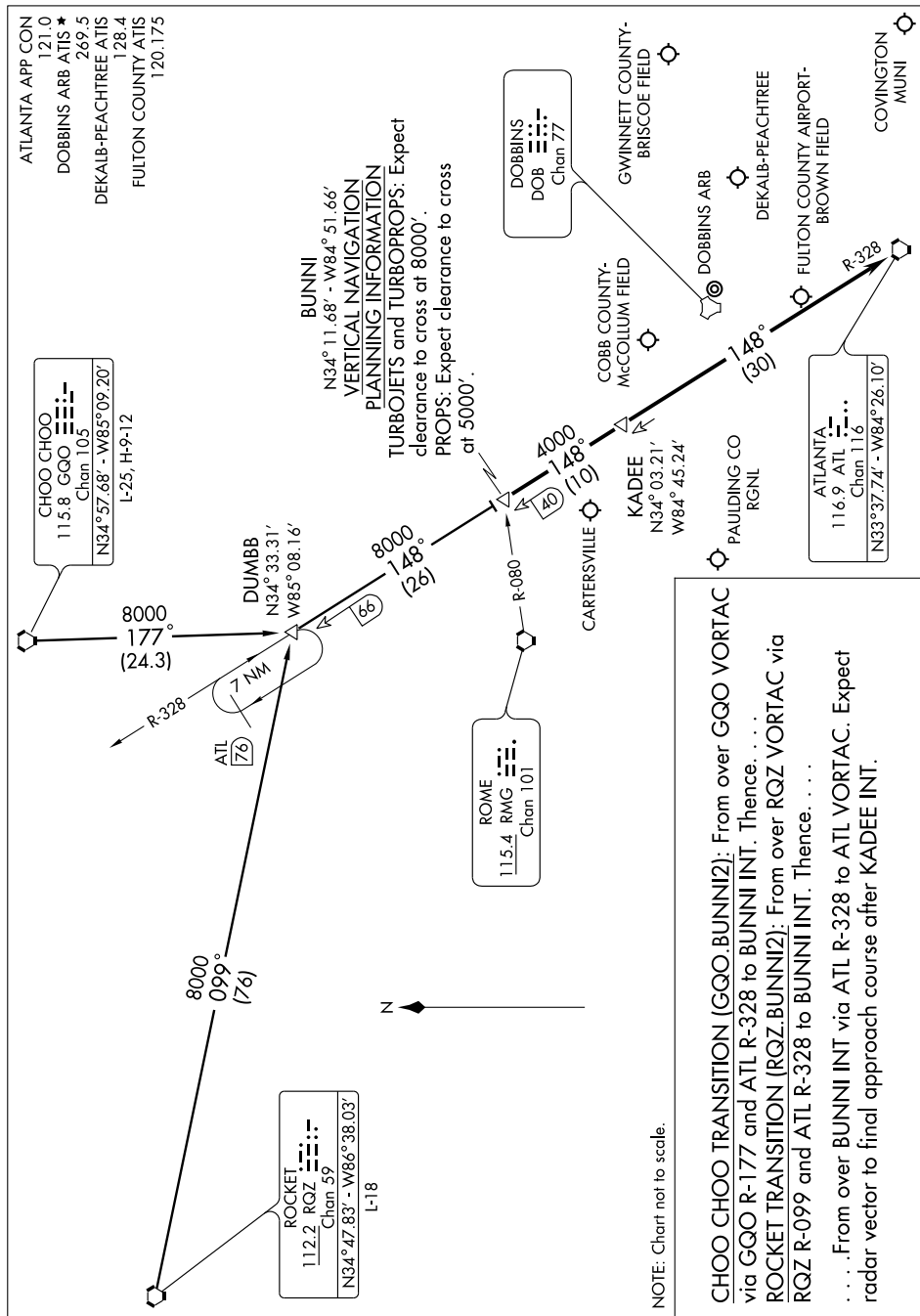
VOLUNTEER TRANSITION (VXV.AWSON1): From over VXV VORTAC via VXV R-173 and ATL R-024 to AWSON INT. Thence. . . .

. . . .From over AWSON INT via ATL R-024 to DLUTH INT. Expect radar vectors to final approach course after DEHAN INT.

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010



(DIFFI.DIFFI1) 10210

# DIFFI ONE ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA

ATLANTA APP CON  
119.8  
FULTON COUNTY ATIS  
120.175  
DEKALB-PEACHTREE ATIS  
128.4  
DOBBINS ARB ATIS \*  
269.5

ROME  
115.4 RMG  
Chan 101

CARTERSVILLE

CHEROKEE COUNTY

LEE GILMER  
MEMORIAL

COBB COUNTY-  
McCULLUM FIELD

DOBBINS  
DOB  
Chan 77

GWINNETT COUNTY-  
BRISCOE FIELD

PAULDING CO  
RGNL

DOBBINS  
ARB

DEKALB-  
PEACHTREE

DIFFI  
N33°48.86'  
W85°04.10'

TIINI  
N33°41.90'-W85°03.08'

## VERTICAL NAVIGATION PLANNING INFORMATION

Expect clearance to cross at 5000.

TEMPO  
N33°36.68'  
W85°02.32'

NANNC  
N33°23.32'  
W85°06.32'

NOTE: DME required from LGC VORTAC to TEMPO INT.  
NOTE: This procedure applicable to turboprop and  
turbojet aircraft operating at or above 7000.

BUUZZ

N33°16.66'-W85°08.30'

## VERTICAL NAVIGATION PLANNING INFORMATION

Turbojets expect clearance to cross at 11000.  
Turboprops expect clearance to cross BUUZZ at 7000.

LAGRANGE  
115.6 LGC  
Chan 103  
N33°02.95' - W85°12.37'  
L-18, H-9-12

## ARRIVAL ROUTE DESCRIPTION

From LGC VORTAC via R-013 to  
TEMPO INT, then via RMG VORTAC  
R-172 to DIFFI INT. Expect radar vectors.

NOTE: Chart not to scale.

# DIFFI ONE ARRIVAL

(DIFFI.DIFFI1) 10210

ATLANTA, GEORGIA

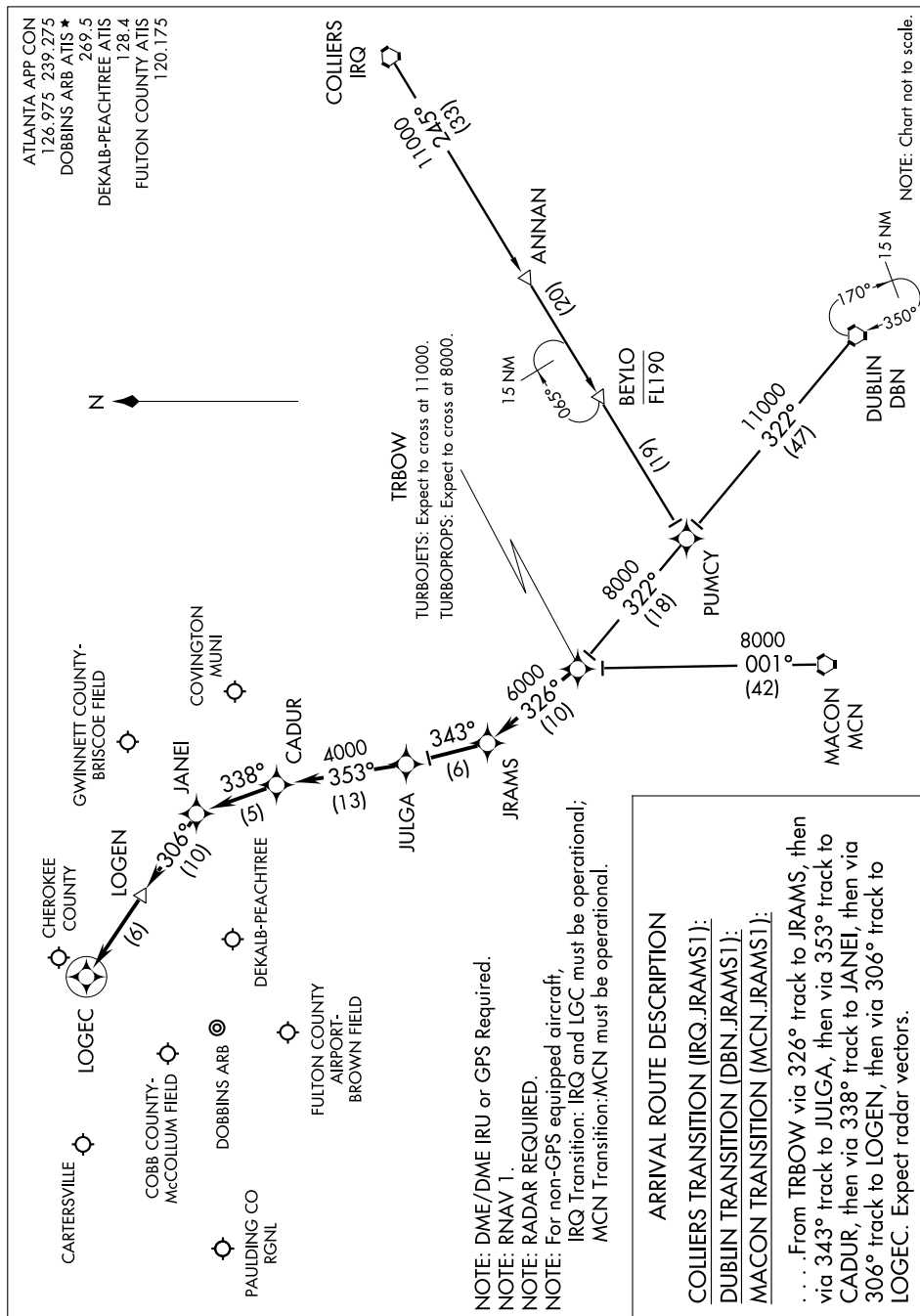
SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010

## JRAMS ONE ARRIVAL (RNAV)

ST-469 (FAA)

ATLANTA, GEORGIA



SE-4. 26 AUG 2010 to 23 SEP 2010

## JRAMS ONE ARRIVAL (RNAV)

(JRAMS.JRAMS1) 10210

ATLANTA, GEORGIA

LOC/DME I-**VPC**  
**110.35**  
 Chan **40 (Y)**

APP CRS  
**187°**

Rwy Idg  
 TDZE **5760**  
 Apt Elev **759**

**LOC RWY 19**  
**CARTERSVILLE (VPC)**

ADF Required.  
 If local altimeter setting not received, use Richard B.  
 Russell altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 2000 then climbing  
 left turn to 3400 direct EVZ NDB and hold,  
 continue climb-in-hold to 3400.

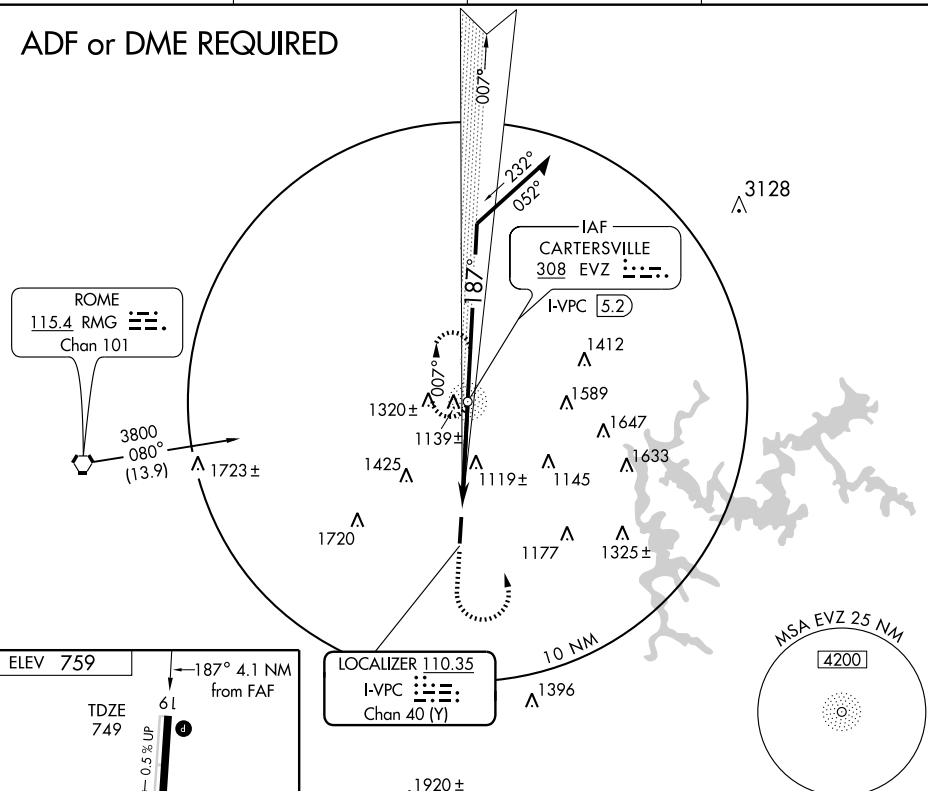
ASOS  
**120.525**

ATLANTA APP CON  
**121.0 268.7**

GCO  
**121.725**

UNICOM  
**123.05 (CTAF) 0**

**ADF or DME REQUIRED**



ELEV 759  
 TDZE 749  
 187° 4.1 NM from FAF  
 61  
 0.5% UP  
 5760 X 100

REIL Rwy 19 0  
 HIRL Rwy 1-19 0

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

2000  
 3400  
 EVZ  
 I-VPV 308

NDB  
 I-VPV 5.2

Remain  
 within 10 NM

I-VPV 1

≤ 3.05°  
 TCH 40

007°  
 3400  
 187°  
 2100  
 VGSI and descent angles  
 not coincident.

CATEGORY	A	B	C	D
S-19	1280-1 531 (600-1)		1280-1½ 531 (600-1½)	1280-1¾ 531 (600-1¾)
CIRCLING	1340-1 581 (600-1)	1440-1 681 (700-1)	1600-2½ 841 (900-2½)	1600-2¾ 841 (900-2¾)



119.8  
FULTON COUNTY ATIS  
120.175  
DEKALB-PEACHTREE ATIS  
128.4  
DOBBINS ARB ATIS ★  
269.5

ROME  
RMG  $\equiv \equiv$   
Chan 101

CARTERSVILLE

COBB COUNTY-  
McCOLLUM FIELD

DOBBINS  
DOB   
Chan 77

GWINNETT COUNTY-  
BRISCOE FIELD 

DOBBINS A

DEKALB-PEACHTREE

MIKEE  
N33° 48.38' - W84° 54.68' —  
VERTICAL NAVIGATION  
PLANNING INFORMATION  
Expect clearance to cross at 4000'.

FULTON COUNTY AIRPORT-  
BROWN FIELD


LOCALIZER 109.1  
I-FTY

TALLADEGA  
108.8 TDG   
Chan 25

RICCA  
N33°42.85' - W84°57.02'  
VERTICAL NAVIGATION  
PLANNING INFORMATION  
Expect clearance to cross at 5000'.

R-110

ARNCO  
 N33°15.61' - W85°07.47'  
 VERTICAL NAVIGATION  
 PLANNING INFORMATION  
 ect clearance to cross at 11000'.

LA GRANGE  
115.6 LGC   
Chan 103  
N33°02.95' - W85°12.37'  
L-18, H-9-12

NOTE: This procedure applicable to turbojet and turboprop aircraft operating at or above 11 000'.

NOTE: Chart not to scale.

From over LGC VORTAC via the LGC R-017 to MIKEE INT. Expect radar vectors to final approach course after MIKEE INT.

ATLANTA, GEORGIA

APP CRS	Rwy ldg	<b>5020</b>
<b>007°</b>	TDZE	<b>754</b>
	Apt Elev	<b>759</b>

**RNAV (GPS) RWY 1**

CARTERSVILLE (VPC)

▼ When VGSI inop, straight-in/circling Rwy 1 procedure NA at night. If local altimeter setting not received, use Richard B. Russell altimeter setting and increase all MDAs 80 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct DACEG and hold.

ASOS  
**120.525**

ATLANTA APP CON  
**121.0 268.7**

GCO  
**121.725**

UNICOM  
**123.05 (CTAF) 0**

MISSED APCH FIX

5 NM

188

800

DACEG

▲ 1723±

▲ 1425

▲ 1720

▲ 1145

▲ 1647

▲ 1633

▲ 1177

▲ 1325±

▲ 1179±

▲ 1396

Procedure NA for arrivals at CARAN via V325 Westbound.

CARAN

4000

107°

(9.5)

(IAF) COLEV

3400

097°

(5)

2700

007°

(6.1)

(IF) IKEBE

3400

278°

(5)

(IAF) AKOVE

1920±

▲ 2700

007°

(6.1)

(IF) MIKEE

3400

024°

(7.1)

(IAF) MIKEE

4000

033°

(13.3)

TEMPO

Procedure NA for arrivals at TEMPO via V18 Westbound.

MSA RW01 2.5 NM

4200

Procedure  
Turn  
NA

IKEBE

3400

007°

LOYKE

2700

3.05°

TCH 40

3000

DACEG

VGSI and descent angles not coincident.

RW01

6.1 NM

5.9 NM

CATEGORY	A	B	C	D
LNAV MDA	1440-1	686 (700-1)	1440-2 686 (700-2)	1440-2¼ 686 (700-2¼)
CIRCLING	1440-1	681 (700-1)	1600-2½ 841 (900-2½)	1600-2¾ 841 (900-2¾)

ELEV 759

61

0.5% UP

5760 X 100

TDZE 754

007° to RW01

REIL Rwy 19 0  
HIRL Rwy 1-19 0

WAAS CH <b>58005</b> <b>W19A</b>	APP CRS <b>187°</b>	Rwy Idg TDZE Apt Elev	<b>5760</b> <b>749</b> <b>759</b>
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# RNAV (GPS) RWY 19

CARTERSVILLE (VPC)

**▼** If local altimeter setting not received, use Richard B. Russell altimeter setting and increase all DAs/MDAs 80 feet.  
**▲** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

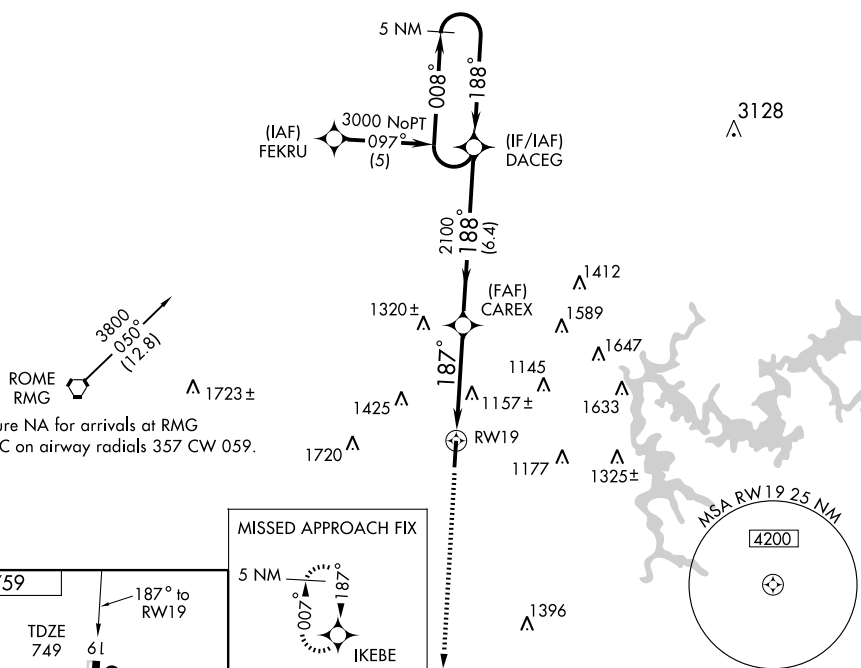
MISSED APPROACH: Climb to 3000 direct IKEBE and hold.




ASOS  
**120.525**

ATLANTA APP CON  
**121.0 268.7**

GCO  
**121.725**

UNICOM  
**123.05 (CTAF) 0**



<div>3000</div> <div>↑</div>		<div>IKEBE</div> <div></div>	<div>5 NM Holding Pattern</div> <div>DACEG</div> <div>008° →</div> <div>← 188°</div> <div>3000</div>			
<div>RW19</div> <div></div>		<div>CAREX</div> <div></div> <div>187°</div> <div>188°</div> <div>2100</div>	<div>4.1 NM</div> <div>6.4 NM</div>		<div>GS 3.00°</div> <div>TCH 42</div>	
CATEGORY	A		B	C	D	
LPV DA	1008-1 259 (300-1)					
LNAV MDA	1420-1 671 (700-1)			1420-2 671 (700-2)	1420-2¼ 671 (700-2¼)	
CIRCLING	1420-1 661 (700-1)		1440-1 681 (700-1)	1600-2½ 841 (900-2½)	1600-2¾ 841 (900-2¾)	

REIL Rwy 19 0  
HIRL Rwy 1-19 0



VORTAC RMG <b>115.4</b> Chan <b>101</b>	APP CRS <b>099°</b>	Rwy Idg TDZE Apt Elev	N/A N/A <b>759</b>
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**VOR/DME-A**  
CARTERSVILLE (VPC)

**▼** If local altimeter setting not received, use Richard B. Russell altimeter setting and increase all MDAs 80 feet.

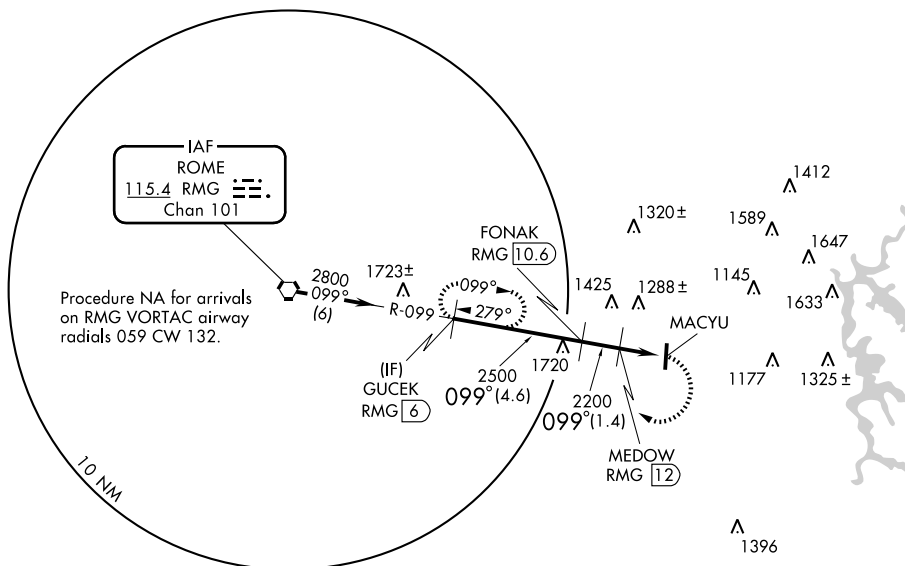
**MISSED APPROACH:** Climbing right turn to 2800 via RMG R-099 to GUCEK/6 DME and hold.

ASOS  
**120.525**

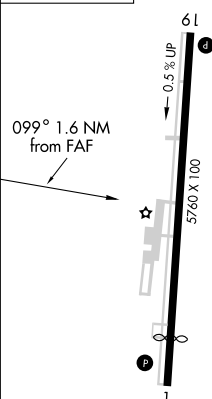
ATLANTA APP CON  
**121.0 268.7**

GCO  
**121.725**

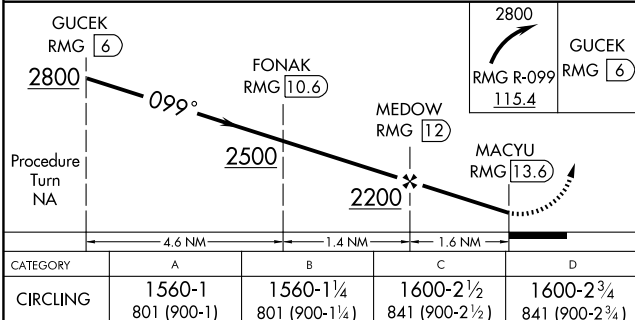
UNICOM  
**123.05 (CTAF) 0**



ELEV 759



REIL Rwy 19 **0**  
HIRL Rwy 1-19 **0**



**CARTERSVILLE** (VPC) 3 SW UTC-5(-4DT) N34°07.39' W84°50.92'

ATLANTA

759 B S4 FUEL 100LL, JET A1+ TPA—See Remarks NOTAM FILE VPC

H-9A, 12F, L-181

RWY 01-19: H5760X100 (ASPH-GRVD) S-26 HIRL 0.5% up S

IAP

RWY 01: PAPI(P2L)—GA 3.0° TCH 38'. Thld displd 740'. Trees.

RWY 19: REIL. PAPI(P2L). Trees.

**AIRPORT REMARKS:** Attended 1100-0200Z†. Deer on and in/ovf arpt. Ultralight activity on and in/ovf arpt. TPA for light acft 1800(1041), TPA for jet and turboprop acft 2300(1541), TPA for ultralight acft 1300(541). Ultralight traffic pattern inside normal pattern with central third of Rwy 01-19 designated ultralight ldg and txf area. Ultralight pattern entry crosses field approximately 2000' from either approach end at 541' AGL. Be advised—grass strip 4.9 NW of arpt. HIRL Rwy 01-19, PAPI Rwy 01 and Rwy 19 and REIL Rwy 19 opr dusk-0300Z†; after 0300Z† ACTIVATE—CTAF.

**WEATHER DATA SOURCES:** ASOS 120.525 (770) 606-0375.

**COMMUNICATIONS:** CTAF/UNICOM 123.05

Ⓡ ATLANTA APP/DEP CON 121.0

GCO 121.725 (ATLANTA LARGE TRACON CLNC DEL AND FLIGHT SERVICES)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE RMG.

ROME (H) VORTACW 115.4 RMG Chan 101 N34°09.75' W85°07.17' 099° 13.7 NM to fld. 1150/01E.

HIWAS.

NDB (MHW) 308 EVZ N34°11.98' W84°50.59' 187° 4.6 NM to fld. NOTAM FILE VPC.

ILS/DME 110.35 I-VP C Chan 40(Y) Rwy 19. (LOC only). LOC unmonitored 0200-1100Z†.

**COMM/NAV/WEATHER REMARKS:** ASOS wind data unreliable 210°-350°.

**CEDAR** N33°32.00' W82°36.86' NOTAM FILE MCN.

ATLANTA

NDB (MHW/LOM) 341 AA 096° 4.9 NM to Thomson-McDuffie Co. NDB unusable byd 15 NM.

L-241

## CEDARTOWN

**POLK CO ARPT-CORNELIUS MOORE FLD** (4A4) 5 E UTC-5(-4DT) N34°01.12' W85°08.79'

ATLANTA

974 B S2 FUEL 100LL, JET A1+ NOTAM FILE MCN

L-181

RWY 09-27: H4004X75 (ASPH) S-20 MIRL 0.4% up W

IAP

RWY 09: PAPI(P2L). Treeline.

RWY 27: PAPI(P2L). Treeline.

**AIRPORT REMARKS:** Attended 1300-0100Z†. Parachute Jumping. Rwy 09 6'-12' trees at thld 150' left. Rwy 27 +10' trees 113' from thld 150' right. ACTIVATE MIRL Rwy 09-27 and PAPI Rwy 09 and Rwy 27—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

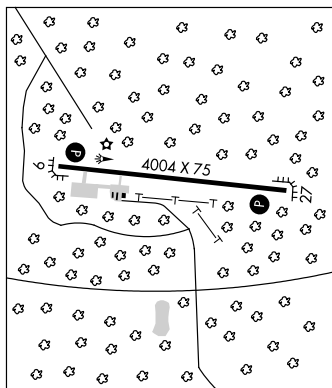
Ⓡ ATLANTA CENTER APP/DEP CON 133.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE RMG.

ROME (H) VORTACW 115.4 RMG Chan 101 N34°09.75'

W85°07.17' 188° 8.7 NM to fld. 1150/01E.

HIWAS.



**CHERO** N34°15.14' W84°29.26' NOTAM FILE MCW.

ATLANTA

NDB (MHW) 415 DJD 046° 4.7 NM to Cherokee Co.

L-18J

**CHEROKEE CO** (See CANTON)

VORTAC RMG  
**115.4**  
Chan **101**

APP CRS  
**097°**

Rwy Idg  
TDZE  
Apt Elev  
**4004**  
**973**  
**973**

# VOR/DME RNAV or GPS RWY 9

CEDARTOWN/  
POLK COUNTY AIRPORT- CORNELIUS MOORE FIELD (4A4)

**NA** Obtain local altimeter setting on CTAF; if not received, use Cartersville altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing right turn to 3500 direct MAFLY WP and hold.

ATLANTA CENTER  
**133.8 353.7**

UNICOM  
**122.8 (CTAF) 0**

IAF  
MAFLY  
N34°02.28' W85°18.72'  
115.4 RMG 231.1° - 12.2  
1150

097°  
1 min  
277°  
3500  
022°  
(4.8)  
FELTO

(FAF)  
(ANTIY)  
5 NM from MAP WP  
N34°01'86'  
W85°15.15'

MAP  
RW09  
N34°01.17' W85°09.21'  
115.4 RMG 190.1° - 8.7  
1150

ROME  
115.4 RMG  
Chan 101

1170  
1177  
1315  
CARAN

MSA RMG 25 NM  
4200

1675

2140

ELEV 973

One Minute  
Holding Pattern

MAFLY  
WP

(ANTIY)  
5 NM from  
MAP WP

2600

097°

3500

MAFLY

097° to  
MAP WP

TDZE  
973

4004 X 75

0.4% UP

27

2.98°

RW09  
MAP WP

3 NM

3.5 NM

1.5 NM

CATEGORY	A	B	C	D
S-9	1520-1	547 (600-1)	1520-1½ 547 (600-1½)	1520-1¾ 547 (600-1¾)
CIRCLING	1520-1	547 (600-1)	1540-1½ 567 (600-1½)	1540-2 567 (600-2)

MIRL Rwy 9-27 0

VORTAC RMG  
**115.4**  
Chan **101**

APP CRS  
**277°**

Rwy Idg **4004**  
TDZE **973**  
Apt Elev **973**

# VOR/DME RNAV or GPS RWY 27

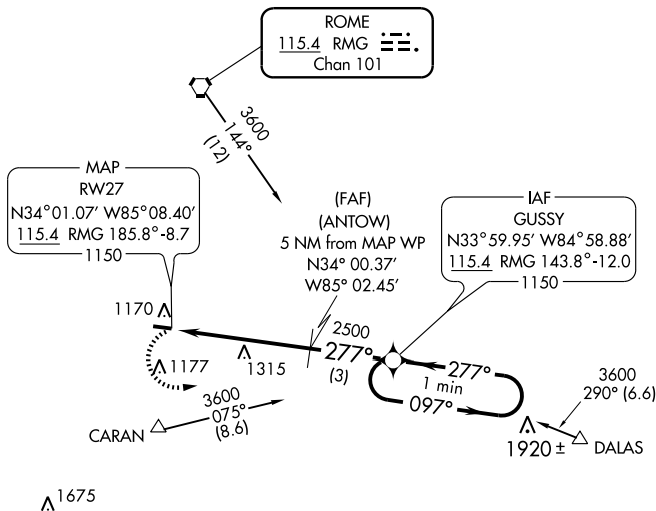
CEDARTOWN/  
POLK COUNTY AIRPORT- CORNELIUS MOORE FIELD (4A4)

**NA** Obtain local altimeter setting on CTAF; if not received, use Cartersville altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing left turn to 2900 direct GUSSY WP and hold.

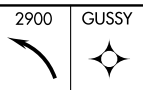
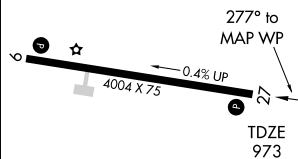
ATLANTA CENTER  
**133.8 353.7**

UNICOM  
**122.8 (CTAF) 0**



ELEV 973

△ 1170



(ANTOW)  
5 NM from  
MAP WP

GUSSY  
WP

One Minute  
Holding Pattern

097° → 2900  
← 277°

CATEGORY	A	B	C	D
S-27	1560-1 587 (600-1)		1560-1½ 587 (600-1½)	1560-1¾ 587 (600-1¾)
CIRCLING	1560-1 587 (600-1)		1560-1½ 587 (600-1½)	1560-2 587 (600-2)

MIRL Rwy 9-27 0



VORTAC RMG  
**115.4**  
Chan **101**

APP CRS  
**188°**

Rwy Idg	
TDZE	
Apt Elev	

N/A  
N/A  
973

CEDARTOWN/  
POLK COUNTY AIRPORT- CORNELIUS MOORE FIELD (4A4)

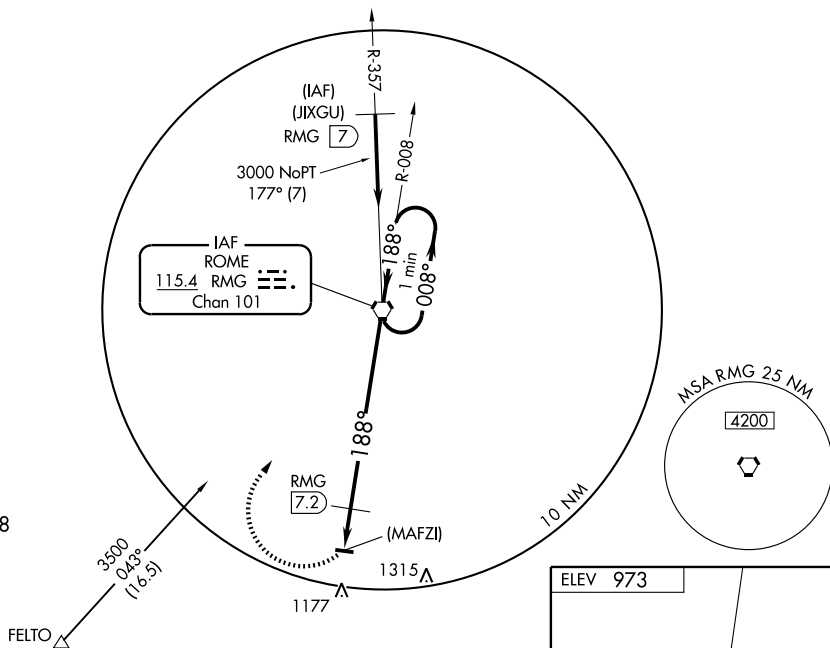
VOR or GPS-A

**T** Obtain local altimeter setting on CTAF; if not received, use  
**A** **NA** Cartersville altimeter setting and increase all MDAs 80 feet.


**MISSED APPROACH:** Climbing right turn to 3000 direct RMG VORTAC and hold.

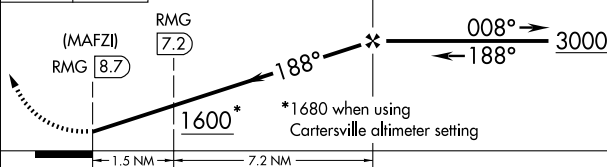
ATLANTA CENTER  
133.8 353.7

UNICOM  
**122.8** (CTAF) **L**

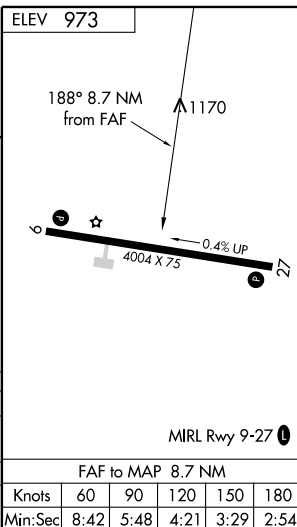


SE-4. 26 AUG 2010 to 23 SEP 2010

3000	RMG
	
	115.4



CATEGORY	A	B	C	D
CIRCLING	1600-1	627 (700-1)	1600-1½ 627 (700-1½)	1600-2 627 (700-2)
DME MINIMUMS				
CIRCLING	1520-1	547 (600-1)	1540-1½ 567 (600-1½)	1540-2 567 (600-2)



CEDARTOWN, GEORGIA  
Amdt 12B 09099

CEDARTOWN/ POLK COUNTY AIRPORT- CORNELIUS MOORE FIELD (4A4)

34° 01' N - 85° 09' W

VOR or GPS-A

**CLAXTON-EVANS CO** (CWV) 3 NE UTC-5(-4DT) N32°11.70' W81°52.17'

112 B S2 FUEL 100LL NOTAM FILE MCN

RWY 09-27: H5002X75(ASPH) S-30 MIRL

RWY 09: PAPI(P2L)—GA 3.75° TCH 33'. Trees.

RWY 27: PAPI(P2L)—GA 3.5° TCH 34'. Thld dspcd 1000'. Trees.

**AIRPORT REMARKS:** Attended Mon-Sat 1300-2200Z†. Parachute Jumping. Trees penetrate primary sfc N side of rwy. MIRL Rwy 09-27 preset on low ints dusk-0300Z†; to increase ints ACTIVATE—CTAF. After 0300Z†—CTAF. ACTIVATE PAPI Rwy 09 and Rwy 27—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 120.075 (912) 739-3768.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

JAX CENTER APP/DEP CON 120.85

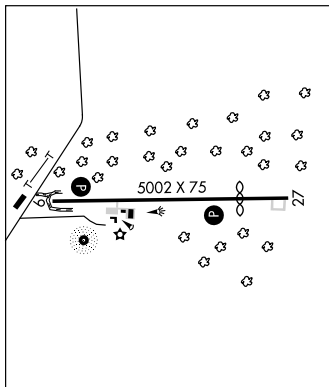
**RADIO AIDS TO NAVIGATION:** NOTAM FILE SAV.

SAVANNAH (H) VORTAC 115.95 SAV Chan 106(Y) N32°08.78' W81°11.95' 281° 34.3 NM to fld. 9/6W.

HIWAS.

NDB (MHW) 395 CWV N32°11.81' W81°52.84' at fld.

NOTAM FILE MCN.



CHARLOTTE

H-9B, 12F, L-24H

IAP

**CLAYTON CO—TARA FLD** (See HAMPTON)

**COBB CO—McCOLLUM FLD** (See ATLANTA)

**COCHRAN** (48A) 4 E UTC-5(-4DT) N32°24.04' W83°16.70'

377 B S2 NOTAM FILE MCN

RWY 11-29: H4401X75 (ASPH) 1.0% up NW

RWY 05-23: H3202X50 (ASPH) S-25 MIRL 0.3% up NE

RWY 05: Trees. RWY 23: Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1300-2200Z†, Sat 1300-1800Z†. Arpt lgts opr dusk-0230Z†. Rotating bcn OTS indef. Non standard turnarounds, inadequate separation Rwy 05-23, MIRL Rwy 05-23 preset dusk-0100Z†, after 0100Z† ACTIVATE—CTAF.

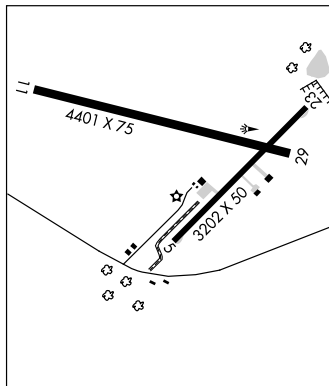
**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ ATLANTA APP/DEP CON 119.6 (7000' & abv) 124.2 (blo 7000') (1115-0500Z†)

ATLANTA CENTER APP/DEP CON 123.95 (0500-1115Z†)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCN.

VIENNA (L) VORTAC 116.5 VNA Chan 112 N32°12.81' W83°29.84' 044° 15.8 NM to fld. 300/01E.



ATLANTA

L-18J

IAP

**COFFEE CO** N31°24.29' W82°55.43' NOTAM FILE MCN.

NDB (MHW) 390 OWC 040° 5.4 NM to Douglas Muni. NDB unmonitored 2300-1300Z†.

JACKSONVILLE

L-24H

NDB CWV <b>395</b>	APP CRS <b>108°</b>	Rwy Idg TDZE Apt Elev	<b>5012</b> <b>112</b> <b>112</b>
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**NDB RWY 9**  
CLAXTON-EVANS COUNTY (C'WV)

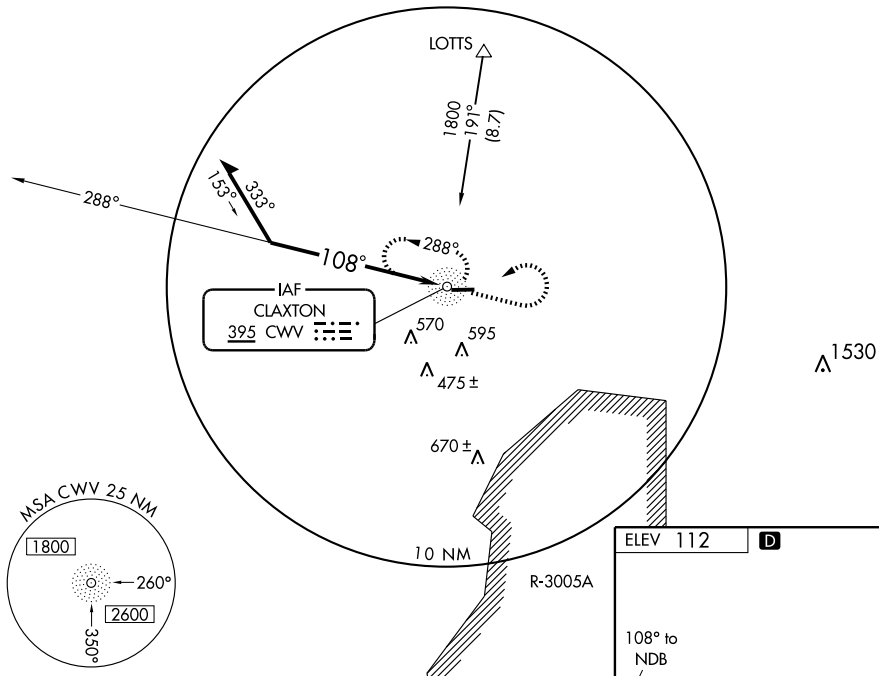
**▼** If local altimeter setting not received, use Savannah Intl altimeter setting and increase all MDAs 100 feet.  
**▲ NA**

**MISSED APPROACH:** Climb to 1200 then climbing left turn to 1800 direct CWV NDB and hold.

AWOS-3  
**120.075**

JACKSONVILLE CENTER  
**120.85 322.5**

UNICOM  
**122.8 (CTAF) 0**



Remain  
within 10 NM

**1800**

NDB

**1200**

**1800**

CWV

**395**

ELEV **112**

**D**

108° to  
NDB

TDZE  
**112**

5012 X 75

**27**

CATEGORY	A	B	C	D
S-9	720-1	608 (700-1)	720-1 <sup>3</sup> / <sub>4</sub> 608 (700-1 <sup>3</sup> / <sub>4</sub> )	720-2 608 (700-2)
CIRCLING	720-1	608 (700-1)	720-1 <sup>3</sup> / <sub>4</sub> 608 (700-1 <sup>3</sup> / <sub>4</sub> )	840-2 <sup>1</sup> / <sub>4</sub> 728 (800-2 <sup>1</sup> / <sub>4</sub> )

MIRL Rwy 9-27 **0**

WAAS CH <b>45914</b> <b>W09A</b>	APP CRS <b>093°</b>	Rwy Idg TDZE Apt Elev	<b>5012</b> <b>112</b> <b>112</b>
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# RNAV (GPS) RWY 9

## CLAXTON-EVANS COUNTY (C'WV)

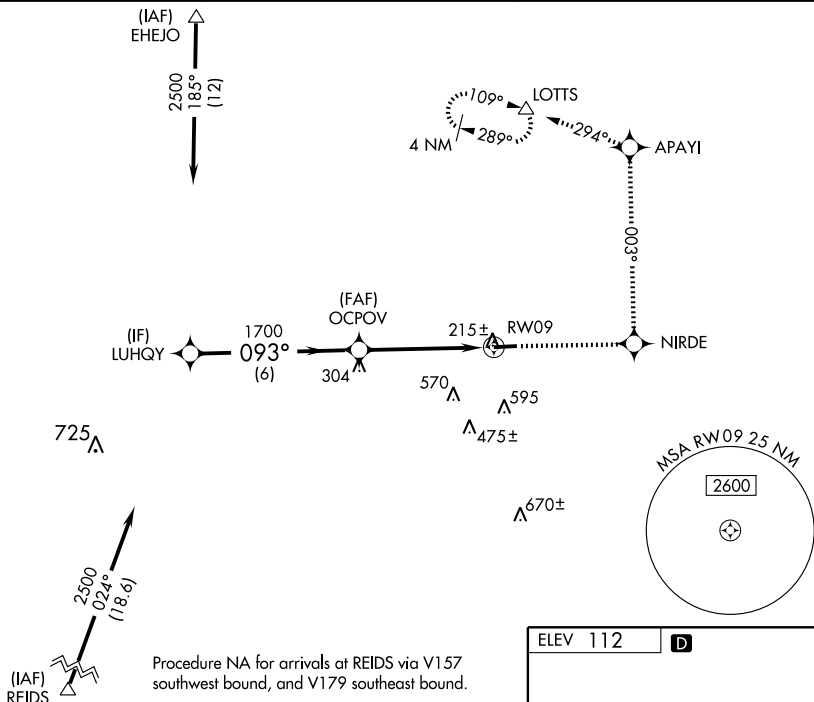
▼ Baro-VNAV NA when using Savannah altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.  
 ▲ Visibility reduction by helicopters NA. When local altimeter setting not received, use Savannah altimeter setting and increase all DA 88 feet, all MDA 100 feet and LPV and LNAV/VNAV all Cats and Circling Cat D visibility ½ mile and LNAV Cats C/D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct NIRDE and via track 003° to APAYI and via track 294° to LOTTs and hold.

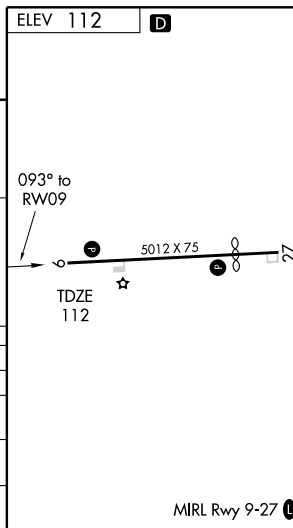
AWOS-3  
**120.075**

JACKSONVILLE CENTER  
**120.85 322.5**

UNICOM  
**122.8 (CTAF) 0**



Procedure Turn NA	LUHQY	VGSI and RNAV glidepath not coincident.	3000	NIRDE	APAYI	LOTTs
			003° TRK	294° TRK		
GS 3.00° TCH 33	2500	093°	OCPOV	RW09		
	1700					
	6 NM	4.8 NM				
CATEGORY	A	B	C	D		
LPV DA		472-1¼	360 (400-1¼)			
LNAV/VNAV DA		824-2½	712 (800-2½)			
LNAV MDA	560-1	448 (500-1)	560-1¼ 448 (500-1¼)	560-1½ 448 (500-1½)		
CIRCLING	600-1	488 (500-1)	600-1½ 488 (500-1½)	840-2¼ 728 (800-2¼)		



WAAS CH <b>87114</b> <b>W27A</b>	APP CRS <b>273°</b>	Rwy Idg <b>4012</b> TDZE <b>111</b> Apt Elev <b>112</b>
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# RNAV (GPS) RWY 27

CLAXTON-EVANS COUNTY (C'WV)

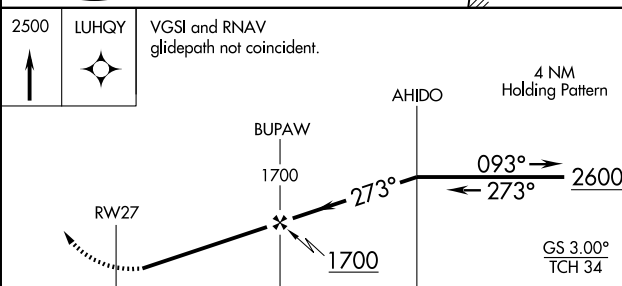
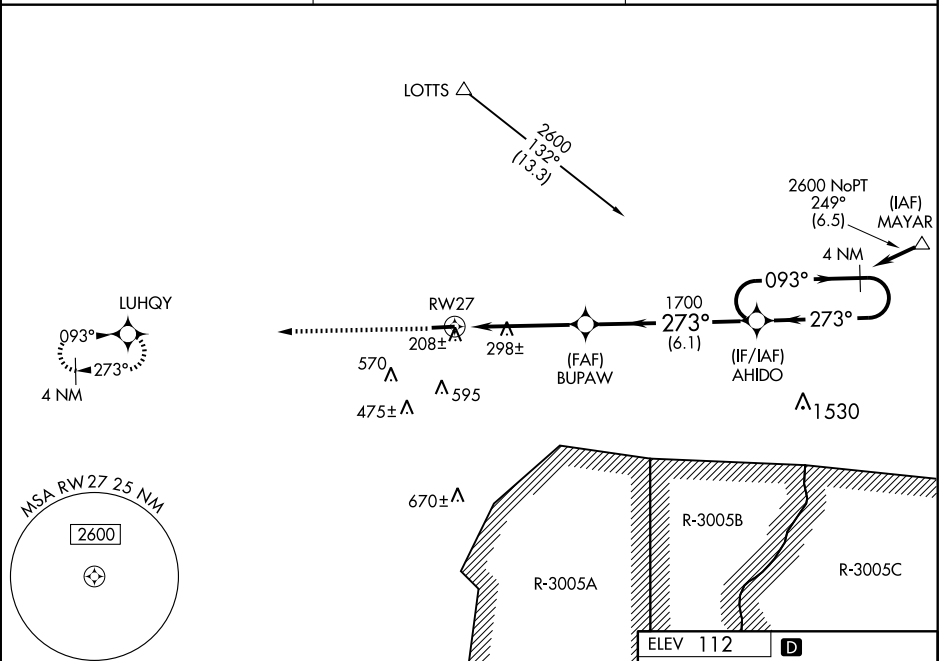
**▼** Baro-VNAV NA when using Savannah altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.  
**▲** Visibility reduction by helicopters NA. When local altimeter setting not received, use Savannah altimeter setting and increase all DA 88 feet, all MDA 100 feet and LPV all Cats and LNAV Cats C/D visibilities ¼ mile and LNAV/VNAV all Cats and Circling Cat D visibilities ½ mile.

**MISSED APPROACH:**  
Climb to 2500 direct LUHQY and hold.

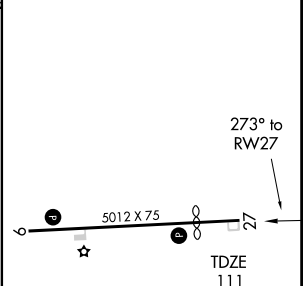
AWOS-3  
**120.075**

JACKSONVILLE CENTER  
**120.85 322.5**

UNICOM  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D
LPV DA		424-1¼	313 (400-1¼)	
LNAV/VNAV DA		478-1¼	367 (400-1¼)	
LNAV MDA	540-1	429 (500-1)	540-1¼ 429 (500-1¼)	540-1½ 429 (500-1½)
CIRCLING	600-1	488 (500-1)	600-1½ 488 (500-1½)	840-2¼ 728 (800-2¼)



MIRL Rwy 9-27 0

**CLAXTON-EVANS CO** (CWV) 3 NE UTC-5(-4DT) N32°11.70' W81°52.17'

CHARLOTTE  
H-9B, 12F, L-24H  
IAP

112 B S2 FUEL 100LL NOTAM FILE MCN

RWY 09-27: H5002X75(ASPH) S-30 MIRL

RWY 09: PAPI(P2L)—GA 3.75° TCH 33'. Trees.

RWY 27: PAPI(P2L)—GA 3.5° TCH 34'. Thld displcd 1000'. Trees.

**AIRPORT REMARKS:** Attended Mon-Sat 1300-2200Z†. Parachute Jumping. Trees penetrate primary sfc N side of rwy. MIRL Rwy 09-27 preset on low ints dusk-0300Z†; to increase ints ACTIVATE—CTAF. After 0300Z†—CTAF. ACTIVATE PAPI Rwy 09 and Rwy 27—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 120.075 (912) 739-3768.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

JAX CENTER APP/DEP CON 120.85

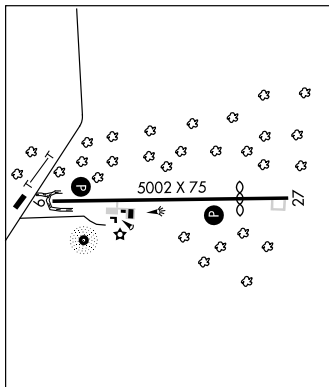
**RADIO AIDS TO NAVIGATION:** NOTAM FILE SAV.

SAVANNAH (H) VORTAC 115.95 SAV Chan 106(Y) N32°08.78' W81°11.95' 281° 34.3 NM to fld. 9/6W.

HIWAS.

NDB (MHW) 395 CWV N32°11.81' W81°52.84' at fld.

NOTAM FILE MCN.



**CLAYTON CO—TARA FLD** (See HAMPTON)

**COBB CO—McCOLLUM FLD** (See ATLANTA)

**COCHRAN** (48A) 4 E UTC-5(-4DT) N32°24.04' W83°16.70'

ATLANTA  
L-18J  
IAP

377 B S2 NOTAM FILE MCN

RWY 11-29: H4401X75 (ASPH) 1.0% up NW

RWY 05-23: H3202X50 (ASPH) S-25 MIRL 0.3% up NE

RWY 05: Trees. RWY 23: Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1300-2200Z†, Sat 1300-1800Z†. Arpt lgts opr dusk-0230Z†. Rotating bcn OTS indef. Non standard turnarounds, inadequate separation Rwy 05-23, MIRL Rwy 05-23 preset dusk-0100Z†, after 0100Z† ACTIVATE—CTAF.

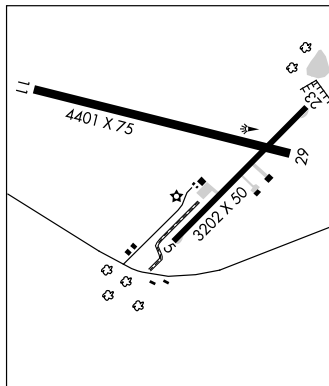
**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ ATLANTA APP/DEP CON 119.6 (7000' & abv) 124.2 (blo 7000') (1115-0500Z†)

ATLANTA CENTER APP/DEP CON 123.95 (0500-1115Z†)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCN.

VIENNA (L) VORTAC 116.5 VNA Chan 112 N32°12.81' W83°29.84' 044° 15.8 NM to fld. 300/01E.



**COFFEE CO** N31°24.29' W82°55.43' NOTAM FILE MCN.

JACKSONVILLE  
L-24H

NDB (MHW) 390 OWC 040° 5.4 NM to Douglas Muni. NDB unmonitored 2300-1300Z†.

APP CRS **107°**  
Rwy Idg **4401**  
TDZE **377**  
Apt Elev **377**

# RNAV (GPS) RWY 11

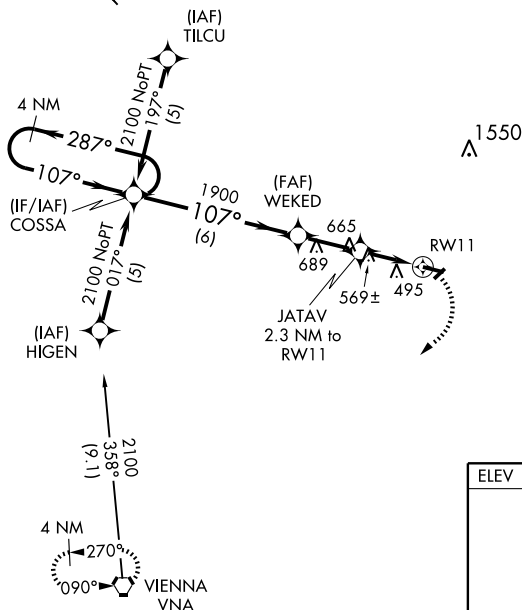
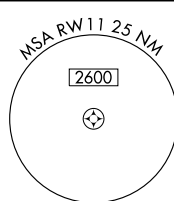
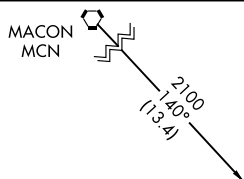
COCHRAN (48A)

**⚠** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
**⚠** NA Use Dublin altimeter setting; when not received, use Middle Georgia Rgnl altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing right turn to 2100 direct VNA VORTAC and hold.

ATLANTA APP CON ★  
**124.2 279.6**

UNICOM  
**122.8 (CTAF) 0**



ELEV 377

4 NM Holding Pattern COSSA

2100 ← 287°  
107° →

VGSI and descent angles not coincident.

WEKED

JATAV

2.3 NM to RWY 11

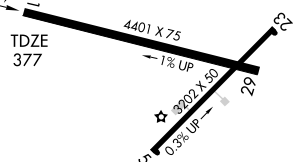
2100 VNA

107° to RWY 11

3.04° TCH 45

1160

RWY 11



CATEGORY	A	B	C	D
RNAV MDA	880-1 503 (600-1)	880-1½ 503 (600-1½)	880-1½ 503 (600-1½)	NA
CIRCLING	880-1 503 (600-1)	900-1 523 (600-1)	900-1½ 523 (600-1½)	NA

MIRL Rwy 5-23 0

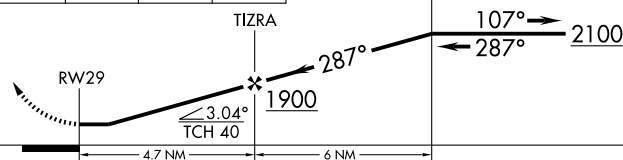
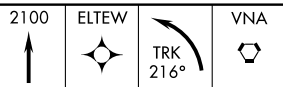
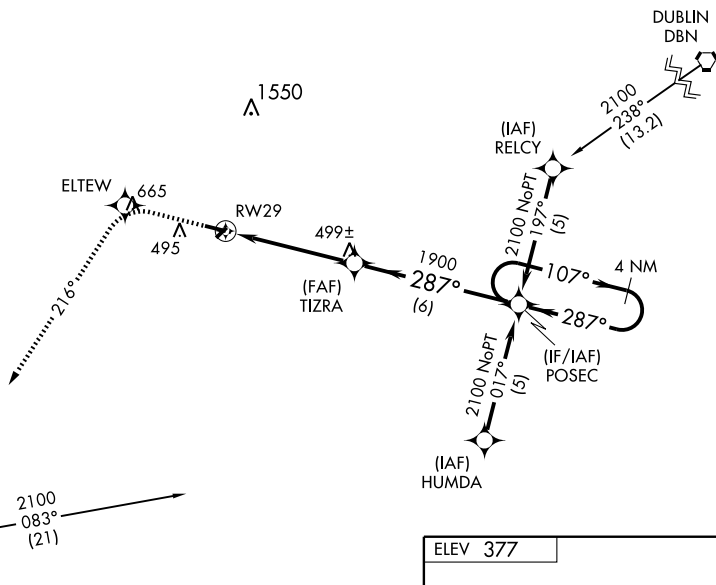
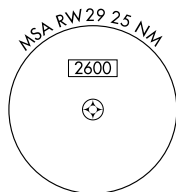
APP CRS  
**287°**Rwy Idg **4401**  
TDZE **358**  
Apt Elev **377****RNAV (GPS) RWY 29**  
COCHRAN (48A)

**▼** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
**▲ NA** Use Dublin altimeter setting; when not received, use Middle Georgia Rgnl altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 2100 direct ELTEW and left turn via track 216° to VNA VORTAC and hold.

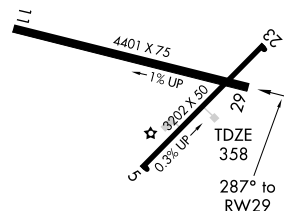
ATLANTA APP CON ★  
**124.2 279.6**

UNICOM  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D
RNAV MDA	800-1	442 (500-1)	800-1¼ 442 (500-1¼)	NA
CIRCLING	880-1 503 (600-1)	900-1 523 (600-1)	900-1½ 523 (600-1½)	NA

ELEV 377



MIRL Rwy 5-23 0



VORTAC VNA	APP CRS	Rwy Idg	3202
116.5	044°	TDZE	336
Chan 112		Apt Elev	377

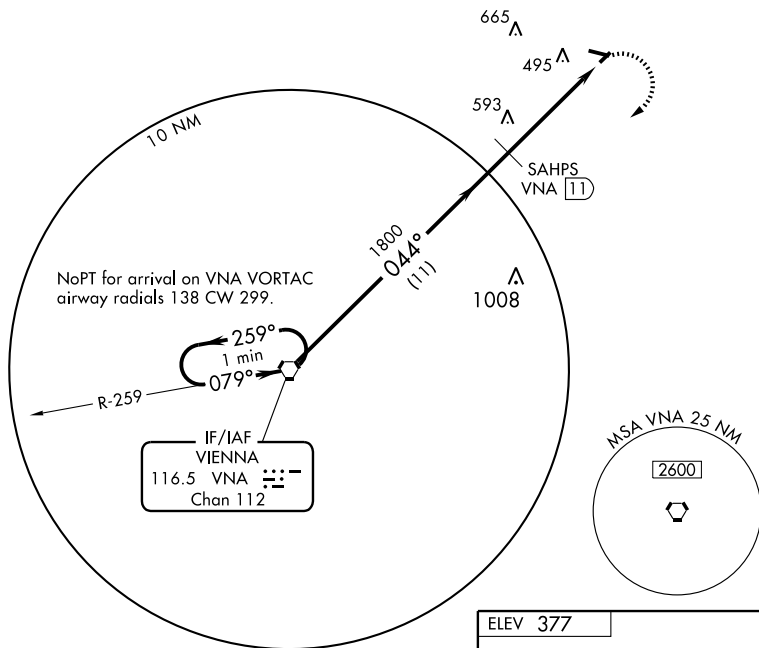
**VOR/DME RWY 5**  
COCHRAN (48A)

▼ Use Dublin altimeter setting; when not received,  
▲ NA use Middle Georgia Rgnl altimeter setting and  
increase all MDA 20 feet.

MISSED APPROACH: Climbing right turn  
to 2100 direct VNA VORTAC and hold.

ATLANTA APP CON★  
**124.2 279.6**

UNICOM  
**122.8 (CTAF) 0**



ELEV 377

One Minute  
Holding Pattern

VORTAC

2100

259°  
079°

044°

SAHPS VNA 11

1800

2100

VNA

116.5

2.96°

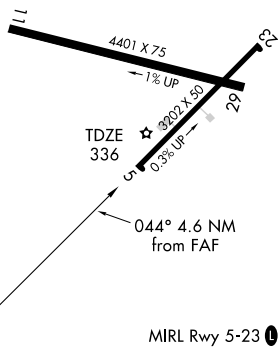
TCH 40

VNA 15.6

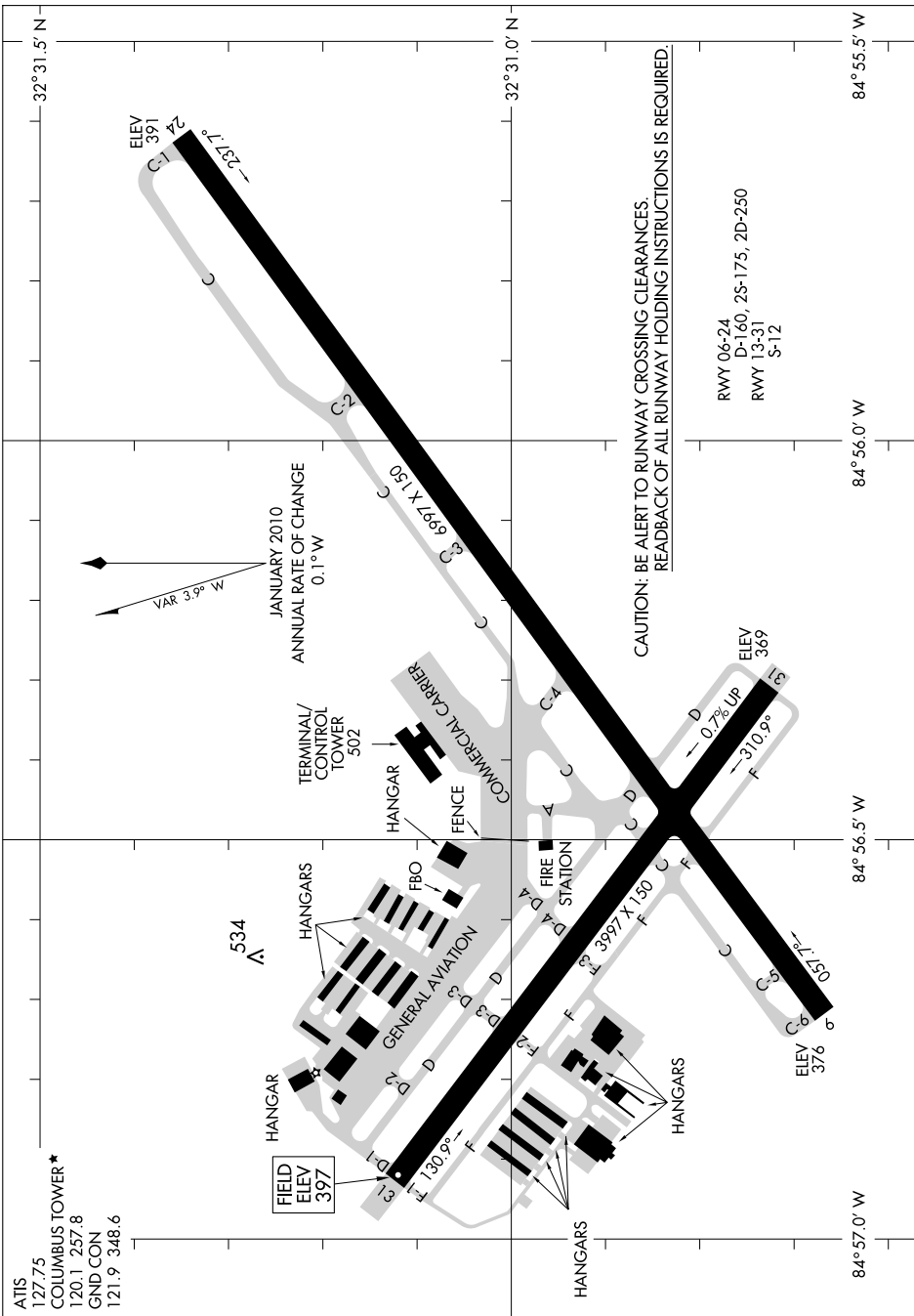
11 NM

4.6 NM

CATEGORY	A	B	C	D
S-5	900-1 564 (600-1)		900-1½ 564 (600-1½)	NA
CIRCLING	900-1 523 (600-1)		900-1½ 523 (600-1½)	NA



SE-4, 26 AUG 2010 to 23 SEP 2010



SE-4, 26 AUG 2010 to 23 SEP 2010

**COLUMBUS METROPOLITAN** (CSG) 3 NE UTC-5(-4DT) N32°30.98' W84°56.33'

ATLANTA

397 B S4 FUEL 100LL, JET A Class I, ARFF Index B NOTAM FILE CSG

H-9A, L-181

RWY 06-24: H6997X150 (ASPH-GRVD) D-160, 2S-175, 2D-250 HIRL

IAP, AD

RWY 06: MALSRS. PAPI(P4L)—GA 2.61° TCH 48'. Trees.

RWY 24: REIL. PAPI(P4L)—GA 3.0° TCH 50'. Building.

RWY 13-31: H3997X150 (ASPH) S-12 MIRL 0.7% up NW

RWY 13: REIL. Tree.

RWY 31: REIL. VASI(V2L)—GA 3.0° TCH 41'. Pole.

AIRPORT REMARKS: Attended continuously. FBO svcs avbl

1000-0200Z+. Fuel avbl 24 hrs. After 0200Z+ hours, fuel avbl with fee ctc FBO per written instruction in FBO vestibule. Birds on and in/ovf arpt. Rwy 24 PAPI OTS indef. After 0200Z+ ACTIVATE HIRL Rwy 06-24, MALSRS Rwy 06, REIL Rwy 24, PAPI Rwy 06, Twy lgts and windcone lgts—CTAF. MIRL Rwy 13-31 and VASI Rwy 31 unavailable when twr clsd.

WEATHER DATA SOURCES: ASOS (706) 576-4715. LLWAS.

COMMUNICATIONS: CTAF 120.1 ATIS 127.75 UNICOM 122.95

RCO 122.65 122.1R 117.1T (MACON RADIO)

Ⓡ ATLANTA APP/DEP CON 125.5 (blo 7000') 126.55 (7000' & abv) (1115-0500Z+)

ATLANTA CENTER APP/DEP CON 120.45 (0500-1115Z+)

TOWER 120.1 (1400-0200Z+) GND CON 121.9

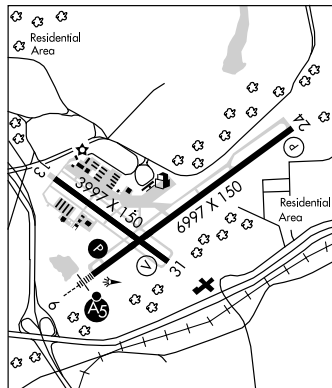
AIRSPACE: CLASS C svc 1400-0200Z+ ctc APP CON other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE CSG.

(L) VORTAC 117.1 CSG Chan 118 N32°36.92' W85°01.06' 145°7.1 NM to fld. 630/01E.

FENIX NDB (LOM) 355 CS N32°27.12' W85°02.52' 056° 6.5 NM to fld. Unmonitored.

ILS 110.3 I-CSG Rwy 06. LOM FENIX NDB. LOC/GS/LOM unmonitored when twr clsd. GS unusable blo 700' MSL, blo 786' byd 5° rgt of course.

**COMMERCE** N34°03.73' W83°31.26' NOTAM FILE MCN.

ATLANTA

NDB (MHW) 244 DDA 347° 7 NM to Jackson Co. NDB unmonitored.

L-18J

**CONEY** N31°59.87' W83°51.71' NOTAM FILE MCN.

JACKSONVILLE

NDB (MHW) 400 OHY 099° 4.5 NM to Crisp Co—Cordele.

L-18J

**COOK CO** (See ADEL)**CORDELE****CRISP CO—CORDELE** (CKF) 2 NE UTC-5(-4DT) N31°59.33' W83°46.44'

JACKSONVILLE

310 B S4 FUEL 100LL, JET A NOTAM FILE MCN

H-9B, 12F, L-18J

RWY 05-23: H5006X100 (ASPH) S-24

IAP

RWY 05: Trees. RWY 23: Trees. Rgt tfc.

RWY 10-28: H5001X150 (ASPH) S-30, D-45 MIRL

RWY 10: ODALS. REIL. PAPI(P2L)—GA 3.0° TCH 43'. Trees.

RWY 28: PAPI(P2L)—GA 3.0° TCH 36'. Trees. Rgt tfc.

AIRPORT REMARKS: Attended Mon-Sat 1300-2300Z+. MIRL Rwy 10-28 and PAPI Rws 10 and 28 preset on low ints dusk-0300Z+, to increase ints and after 0300Z+—CTAF. ACTIVATE ODALS Rwy 10 and REIL Rwy 10—CTAF..

WEATHER DATA SOURCES: AWOS-3 119.325 (229) 276-2669.

COMMUNICATIONS: CTAF/UNICOM 123.05

Ⓡ JAX CENTER APP/DEP CON 125.75

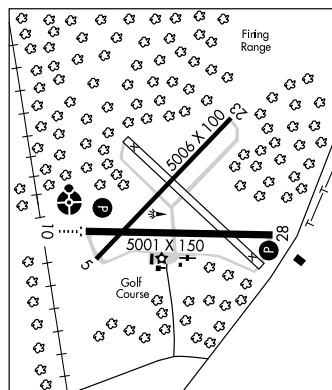
GCO 121.725 (FLIGHT SERVICES)

RADIO AIDS TO NAVIGATION: NOTAM FILE MCN.

VIENNA (L) VORTAC 116.5 VNA Chan 112 N32°12.81' W83°29.84' 225° 19.5 NM to fld. 300/01E.

CONEY NDB (MHW) 400 OHY N31°59.87' W83°51.71' 099° 4.5 NM to fld. Unmonitored 2200-1200Z+.

ILS 108.9 I-CKF Rwy 10. Localizer only.



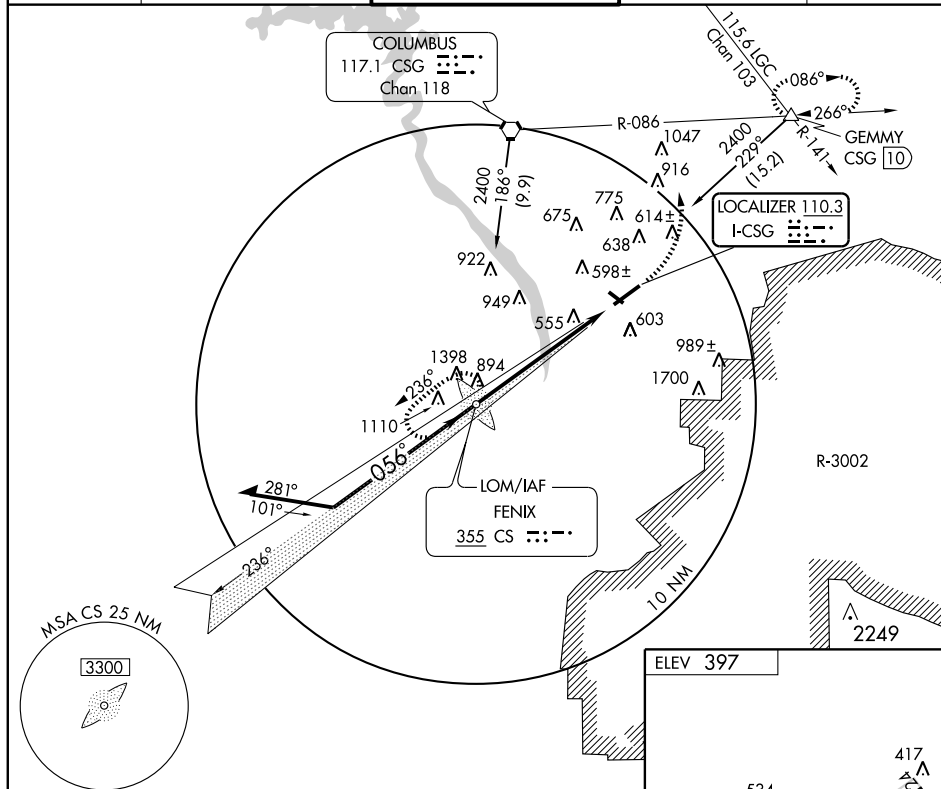
LOC I-CSG <b>110.3</b>	APP CRS <b>056°</b>	Rwy Idg TDZE <b>380</b> Apt Elev <b>397</b>
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# ILS or LOC RWY 6

## COLUMBUS METROPOLITAN (CSG)

 <b>ADP or RADAR REQUIRED</b> Glide slope unuseable for coupled approaches below 780 MSL.	<b>MALSR</b> 	<b>MISSED APPROACH:</b> Climb to 1300 then climbing left turn to 2500 via heading 010° and CSG R-086 to GEMMY Int/CSG 10 DME and hold.
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ATIS <b>127.75</b>	ATLANTA APP CON ★ <b>125.5 323.1</b>	COLUMBUS TOWER ★ <b>120.1 (CTAF) 257.8</b>	GND CON <b>121.9 348.6</b>	UNICOM <b>122.95</b>
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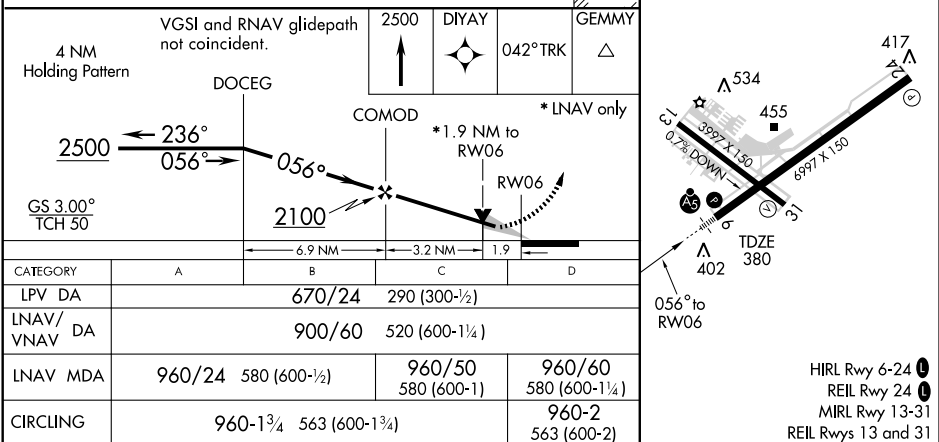
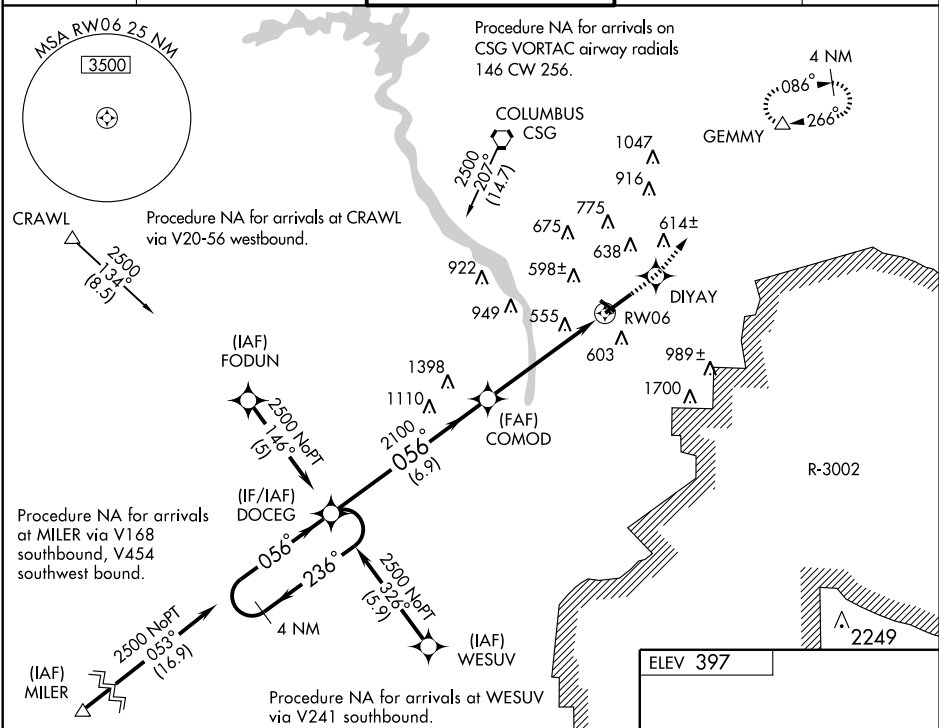
Remain within 10 NM 2400 056° 2135 GS 2.61° TCH 49 2400 6.1 NM					ELEV 397 1300 2500 HDG 010° CSG R-086 117.1 GEMMY 534 455 417 3897 x 150 6997 x 150 0.7% DOWN 31 31 TDZE 380 402 056° 6.1 NM from FAF MIRL Rwy 13-31 HIRL Rwy 6-24 REIL Rwy 24 REIL Rwy 13 and 31				
CATEGORY	A	B	C	D	FAF to MAP 6.1 NM				
S-ILS 6	580/24 200 (200-½)				Knots 60 90 120 150 180				
S-LOC 6	980/24	600 (600-½)	980/50 600 (600-1)	980/60 600 (600-1½)	Min:Sec 6:06 4:04 3:03 2:26 2:02				
CIRCLING	980-1	583 (600-1)	980-1½ 583 (600-1½)	980-2 583 (600-2)					

WAAS CH <b>40001</b> <b>W06A</b>	APP CRS <b>056°</b>	Rwy Idg TDZE <b>380</b> Apt Elev <b>397</b>
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# RNAV (GPS) RWY 6

## COLUMBUS METROPOLITAN (CSG)

<div><div>▼</div><div>DME/DME RNP-0.3 NA. Baro-VNAV NA below -1.5°C (5°F). Circling to Rwy 13 NA at night. When VGSI inop, Circling Rwy 24, 31 NA at night.</div></div>	<div><div>MALSR</div><div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div>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APP CRS	Rwy Idg	<b>3997</b>
<b>129°</b>	TDZE	<b>397</b>
	Apt Elev	<b>397</b>

# RNAV (GPS) RWY 13

## COLUMBUS METROPOLITAN (CSG)



DME/DME RNP-0.3 NA. Procedure NA at night.  
When VGSI inop, Circling Rwy 24, 31 NA at night.

MISSED APPROACH: Climbing right  
turn to 2500 direct ICECA and hold.

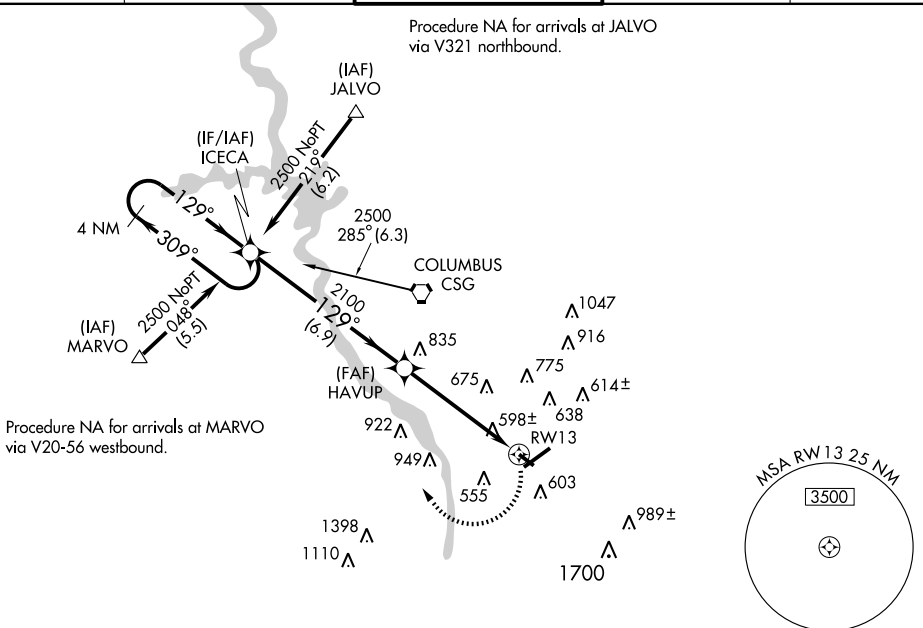
ATIS  
**127.75**

ATLANTA APP CON ★  
**125.5 323.1**

COLUMBUS TOWER ★  
**120.1 (CTAF) 0 257.8**

GND CON  
**121.9 348.6**

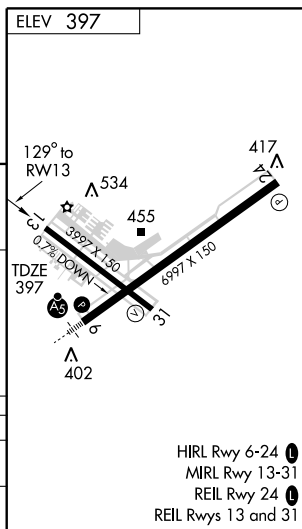
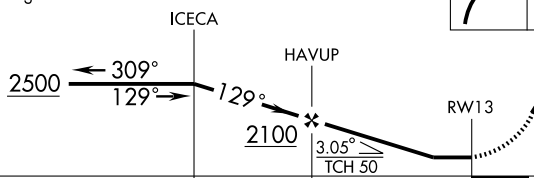
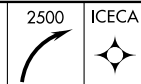
UNICOM  
**122.95**



SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010

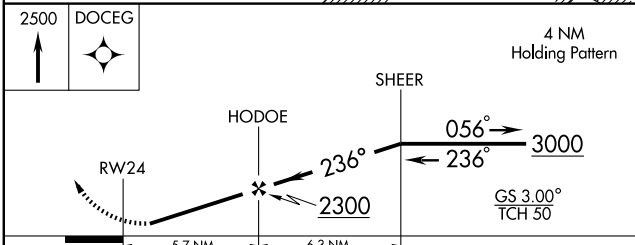
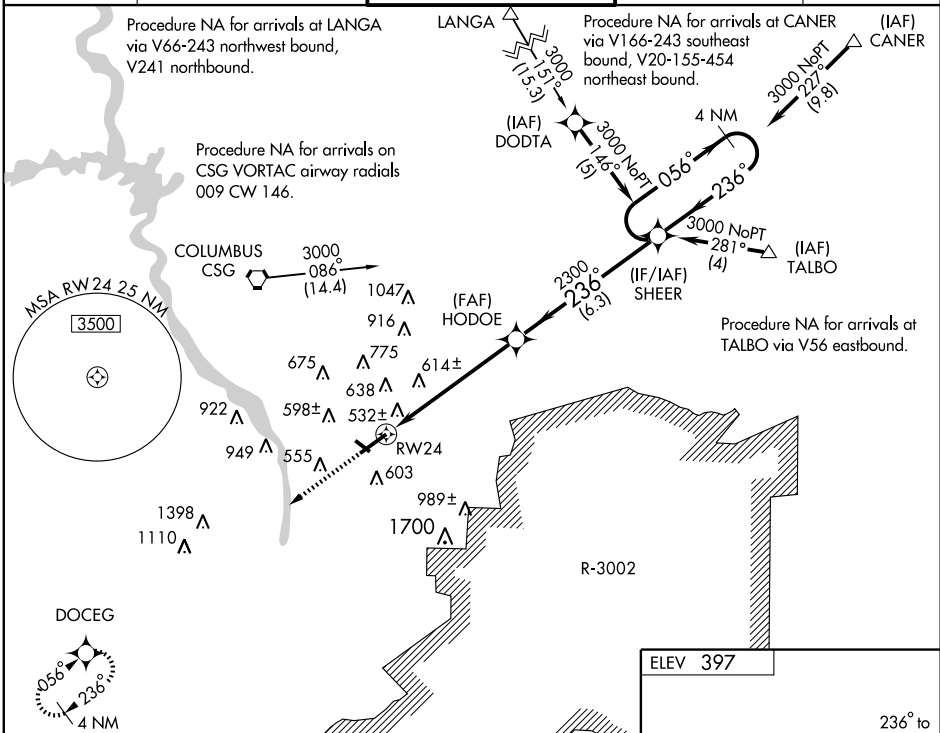
4 NM  
Holding Pattern



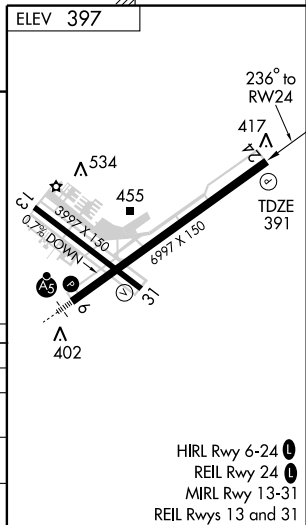
WAAS CH <b>45501</b> <b>W24A</b>	APP CRS <b>236°</b>	Rwy Idg <b>6997</b> TDZE <b>391</b> Apt Elev <b>397</b>
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RNAV (GPS) RWY 24  
COLUMBUS METROPOLITAN (CSG)

<b>Baro-VNAV NA below -1.5°C (5°F). DME/DME RNP-0.3 NA.</b> <b>When VGSI inop, procedure NA at night. When VGSI inop,</b> <b>Circling Rwy 31 NA at night. Circling to Rwy 13 NA at night.</b>			<b>MISSED APPROACH: Climb to</b> <b>2500 direct DOCEG and hold.</b>		
<b>ATIS</b> <b>127.75</b>	<b>ATLANTA APP CON ★</b> <b>125.5 323.1</b>	<b>COLUMBUS TOWER ★</b> <b>120.1 (CTAF) 0 257.8</b>	<b>GND CON</b> <b>121.9 348.6</b>	<b>UNICOM</b> <b>122.95</b>	



CATEGORY	0.7 NM		0.5 NM		0.3 NM	
	A	B	C	D	E	F
LPV DA	740-1¼ 349 (400-1¼)					
LNAV/DA VNAV	920-1¾ 529 (600-1¾)					
LNAV MDA	940-1	549 (600-1)	940-1½ 549 (600-1½)	940-1¾ 549 (600-1¾)		
CIRCLING	940-1¾ 543 (600-1¾)				960-2 563 (600-2)	







**COLUMBUS METROPOLITAN** (CSG) 3 NE UTC-5(-4DT) N32°30.98' W84°56.33'

ATLANTA

397 B S4 FUEL 100LL, JET A Class I, ARFF Index B NOTAM FILE CSG

H-9A, L-181

RWY 06-24: H6997X150 (ASPH-GRVD) D-160, 2S-175, 2D-250 HIRL

IAP, AD

RWY 06: MALSRS. PAPI(P4L)—GA 2.61° TCH 48'. Trees.

RWY 24: REIL. PAPI(P4L)—GA 3.0° TCH 50'. Building.

RWY 13-31: H3997X150 (ASPH) S-12 MIRL 0.7% up NW

RWY 13: REIL. Tree.

RWY 31: REIL. VASI(V2L)—GA 3.0° TCH 41'. Pole.

AIRPORT REMARKS: Attended continuously. FBO svcs avbl

1000-0200Z+. Fuel avbl 24 hrs. After 0200Z+ hours, fuel avbl with fee ctc FBO per written instruction in FBO vestibule. Birds on and in/ovf arpt. Rwy 24 PAPI OTS indef. After 0200Z+ ACTIVATE HIRL Rwy 06-24, MALSRS Rwy 06, REIL Rwy 24, PAPI Rwy 06, Twy lgts and windcone lgts—CTAF. MIRL Rwy 13-31 and VASI Rwy 31 unavailable when twr clsd.

WEATHER DATA SOURCES: ASOS (706) 576-4715. LLWAS.

COMMUNICATIONS: CTAF 120.1 ATIS 127.75 UNICOM 122.95

RCO 122.65 122.1R 117.1T (MACON RADIO)

Ⓡ ATLANTA APP/DEP CON 125.5 (blo 7000') 126.55 (7000' & abv)  
(1115-0500Z+)

ATLANTA CENTER APP/DEP CON 120.45 (0500-1115Z+)

TOWER 120.1 (1400-0200Z+) GND CON 121.9

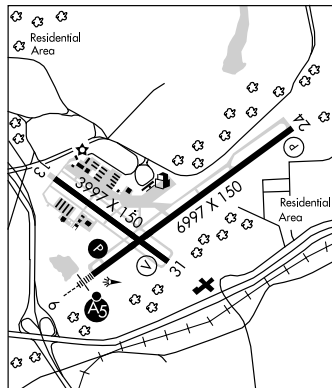
AIRSPACE: CLASS C svc 1400-0200Z+ ctc APP CON other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE CSG.

(L) VORTAC 117.1 CSG Chan 118 N32°36.92' W85°01.06' 145°7.1 NM to fld. 630/01E.

FENIX NDB (LOM) 355 CS N32°27.12' W85°02.52' 056° 6.5 NM to fld. Unmonitored.

ILS 110.3 I-CSG Rwy 06. LOM FENIX NDB. LOC/GS/LOM unmonitored when twr clsd. GS unusable blo  
700' MSL, blo 786' byd 5° rgt of course.

**COMMERCE** N34°03.73' W83°31.26' NOTAM FILE MCN.

ATLANTA

NDB (MHW) 244 DDA 347° 7 NM to Jackson Co. NDB unmonitored.

L-18J

**CONEY** N31°59.87' W83°51.71' NOTAM FILE MCN.

JACKSONVILLE

NDB (MHW) 400 OHY 099° 4.5 NM to Crisp Co—Cordele.

L-18J

**COOK CO** (See ADEL)**CORDELE****CRISP CO-CORDELE** (CKF) 2 NE UTC-5(-4DT) N31°59.33' W83°46.44'

JACKSONVILLE

310 B S4 FUEL 100LL, JET A NOTAM FILE MCN

H-9B, 12F, L-18J

RWY 05-23: H5006X100 (ASPH) S-24

IAP

RWY 05: Trees. RWY 23: Trees. Rgt tfc.

RWY 10-28: H5001X150 (ASPH) S-30, D-45 MIRL

RWY 10: ODALS. REIL. PAPI(P2L)—GA 3.0° TCH 43'. Trees.

RWY 28: PAPI(P2L)—GA 3.0° TCH 36'. Trees. Rgt tfc.

AIRPORT REMARKS: Attended Mon-Sat 1300-2300Z+. MIRL Rwy 10-28 and PAPI Rws 10 and 28 preset on low ints dusk-0300Z+, to increase ints and after 0300Z+—CTAF. ACTIVATE ODALS Rwy 10 and REIL Rwy 10—CTAF..

WEATHER DATA SOURCES: AWOS-3 119.325 (229) 276-2669.

COMMUNICATIONS: CTAF/UNICOM 123.05

Ⓡ JAX CENTER APP/DEP CON 125.75

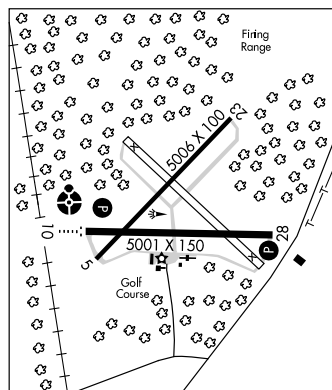
GCO 121.725 (FLIGHT SERVICES)

RADIO AIDS TO NAVIGATION: NOTAM FILE MCN.

VIENNA (L) VORTAC 116.5 VNA Chan 112 N32°12.81'  
W83°29.84' 225° 19.5 NM to fld. 300/01E.

CONEY NDB (MHW) 400 OHY N31°59.87' W83°51.71'  
099° 4.5 NM to fld. Unmonitored 2200-1200Z+.

ILS 108.9 I-CKF Rwy 10. Localizer only.



LOC I-CKF	APP CRS	Rwy Idg	<b>5001</b>
<b><u>108.9</u></b>	<b>099°</b>	TDZE	<b>305</b>
		Apt Elev	<b>310</b>

LOC RWY 10  
CORDELE/CRISP COUNTY-CORDELE (CKF)

**T**  
**A**<sub>NA</sub>      Visibility reduction by helicopters NA.

ODALS

**MISSED APPROACH:** Climbing left turn to 2000  
direct VNA VORTAC and hold.

AWOS-3  
119.325


JACKSONVILLE CENTER  
125.75 226.8


GCO  
121.725

UNICOM  
123.050 (CTAF) **L**

## ADF REQUIRED

VIENNA  
116.5 VNA   
Chan 112

IAF  
CONEY  
400 OHY 

LOCALIZER 108.9  
I-CKF 

MSA OHY 25 NM

2300

116.1 PZD  
Chan 108

ELEV 310

Remain  
within 10 NM

VGSI and descent angles  
not coincident.

CATEGORY	A	B	C	D
S-10	680-1 375 (400-1)			680-1¼ 375 (400-1¼)
CIRCLING	820-1 510 (600-1)	960-1¾ 650 (700-1¾)		960-2 650 (700-2)

The diagram shows a top-down view of a facility layout. A thick black diagonal line runs from the upper left towards the lower right. To its left, there's a horizontal line segment labeled '10'. Below that, another horizontal segment is labeled '5'. Further down, a star symbol is present. To the right of the main diagonal line, there are two parallel diagonal lines labeled '5006 X 1000' and '5001 X 150'. At the bottom right, a distance of '28' is indicated along a diagonal path. In the upper left corner, there's a circular icon with three dots inside, labeled 'TDZE 305'.

099° 4.2 NM

REIL Rwy 10 **L**MIRL Rwy 10-28 **L**

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

CORDELE, GEORGIA

Orig-C 06MAY10

CORDELE/ CRISP COUNTY-CORDELE (CKF)

LOC RWY 10

31°59'N - 83°46'W

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4. 26 AUG 2010 to 23 SEP 2010

NDB OHY <b>400</b>	APP CRS <b>100°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>308</b> <b>310</b>
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**NDB RWY 10**

CORDELE/CRISP COUNTY-CORDELE (CKF)

When local altimeter setting not received, use Albany altimeter setting and increase all MDAs 100 feet, and S-10 Cats C and D visibility ¼ mile, circling Cats C and D visibility ½ mile. Visibility reduction by helicopters NA. Inoperative table does not apply.

ODALS



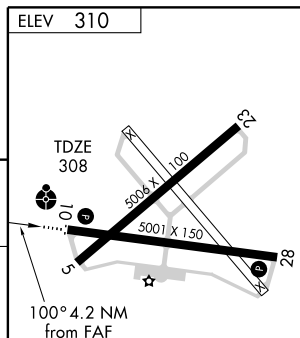
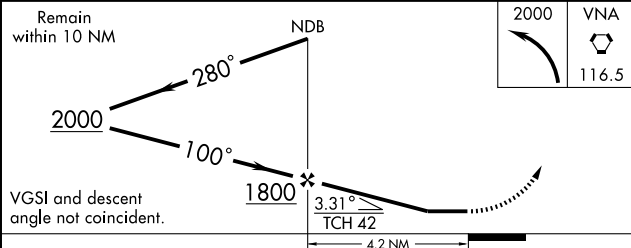
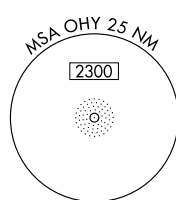
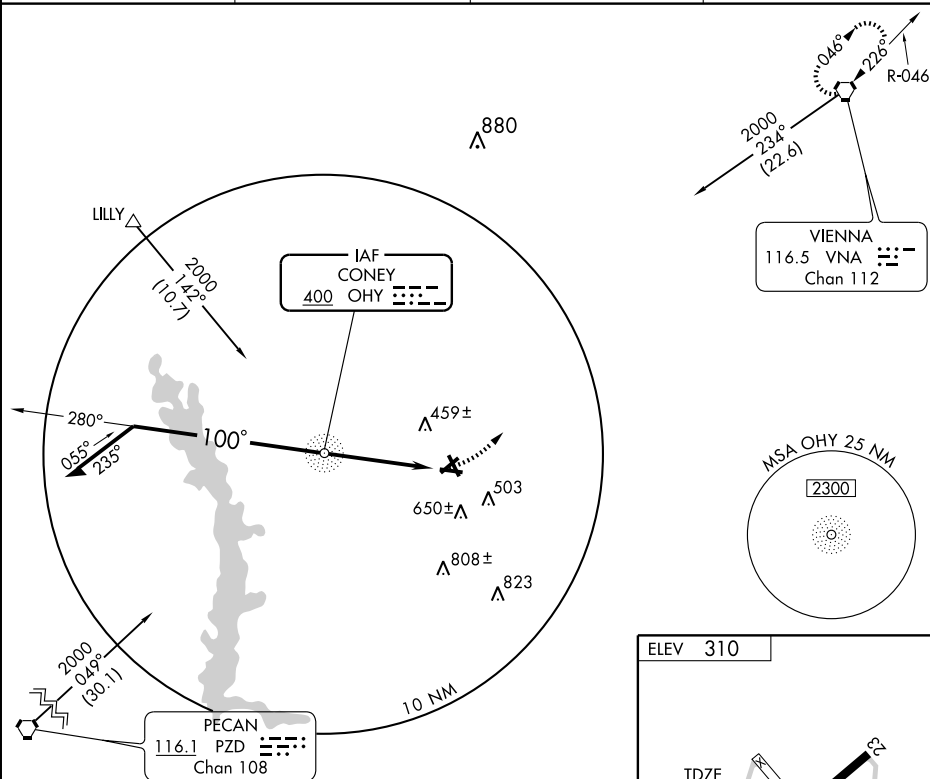
MISSED APPROACH: Climbing  
left turn to 2000 direct VNA  
VORTAC and hold.

AWOS-3  
**119.325**

JACKSONVILLE CENTER  
**125.75 226.8**

GCO  
**121.725**

UNICOM  
**123.050 (CTAF) 0**



CATEGORY	A	B	C	D
S-10	760-1	452 (500-1)	760-1½ 452 (500-1½)	760-1½ 452 (500-1½)
CIRCLING	760-1 450 (500-1)	820-1 510 (600-1)	820-1½ 510 (600-1½)	960-2 650 (700-2)

REIL Rwy 10 **L**

MIRL Rwy 10-28 **L**

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

WAAS Ch <b>40106</b> <b>W05A</b>	APP CRS <b>052°</b>	Rwy Idg TDZE Apt Elev	<b>5006</b> <b>310</b> <b>310</b>
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## RNAV (GPS) RWY 5

CORDELE / CRISP COUNTY-CORDELE (CKF)

When local altimeter setting not received, use Albany altimeter setting and increase all DAs 96 feet, all MDAs 100 feet, and LPV all Cats visibility  $\frac{1}{2}$  mile, LNAV/VNAV all Cats and LNAV Cats C and D visibilities  $\frac{1}{4}$  mile, Circling visibility Cat. C  $\frac{1}{4}$  mile, Cat. D  $\frac{1}{2}$  mile. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below  $-15^{\circ}\text{C}$  ( $5^{\circ}\text{F}$ ) or above  $48^{\circ}\text{C}$  ( $118^{\circ}\text{F}$ ). Visibility reduction by helicopters NA. Baro-VNAV NA when using Albany altimeter setting. Straight-in minimums NA at night.

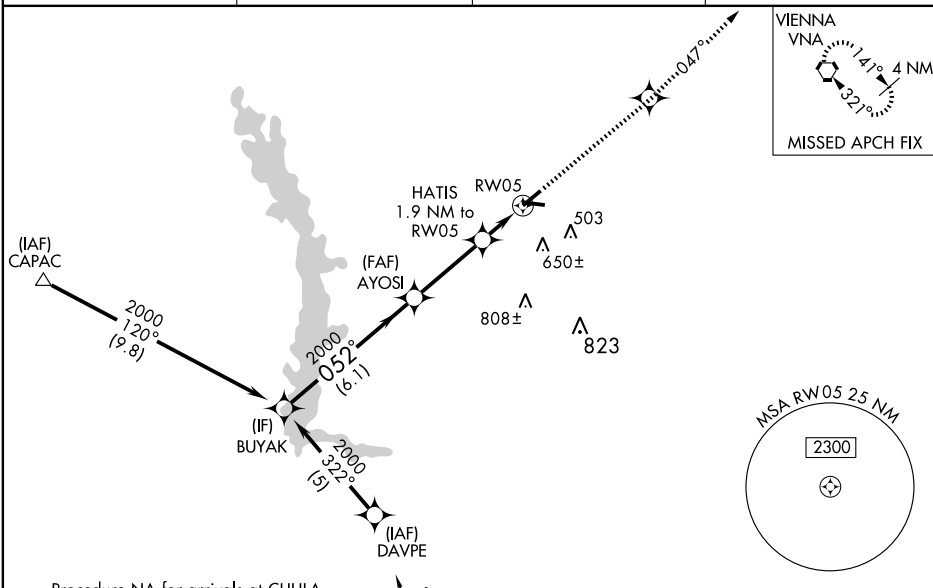
MISSED APPROACH: Climb to 2000 direct EBESE and via  $047^{\circ}$  track to VNA VORTAC and hold.

AWOS-3  
**119.325**

JACKSONVILLE CENTER  
**125.75 226.8**

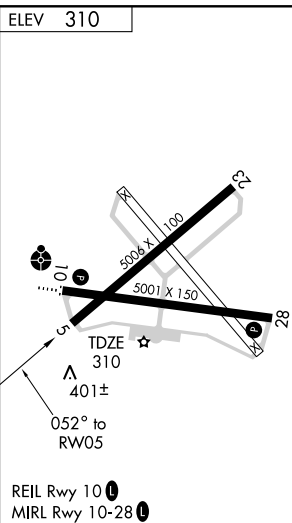
GCO  
**121.725**

UNICOM  
**123.050** (CTAF) **0**



Procedure NA for arrivals at CHULA via V537 Southbound and via V578 Eastbound.

Procedure Turn NA				2000 ↑	EBESE ✱	047° TRK	VNA ⬡



REIL Rwy 10 **0**  
MIRL Rwy 10-28 **0**

WAAS Ch <b>57905</b> <b>W10A</b>	APP CRS <b>099°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>308</b> <b>310</b>
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**RNAV (GPS) RWY 10**

CORDELE / CRISP COUNTY-CORDELE (CKF)

**INOPERATIVE** table does not apply. Baro-VNAV NA when using Albany altimeter setting. If local altimeter setting not received, use Albany altimeter setting and increase all DAs/MDAs 100 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

ODALS



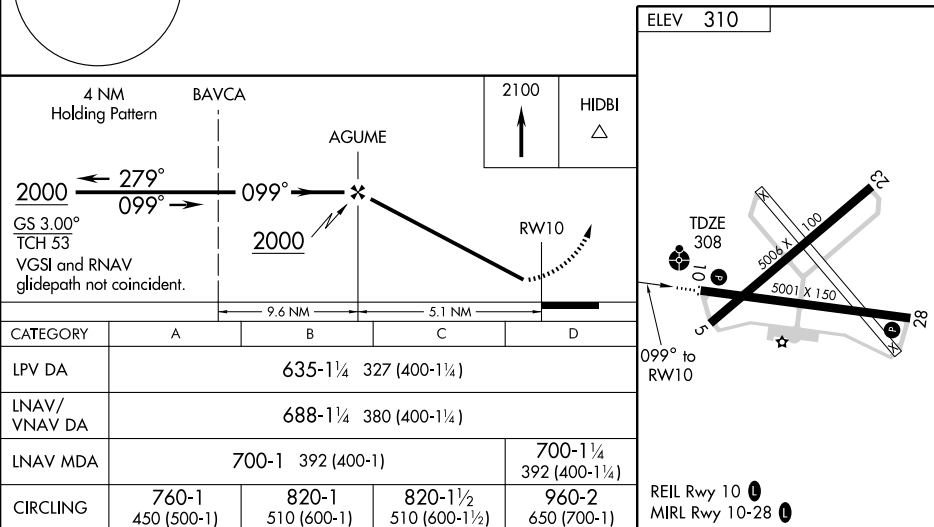
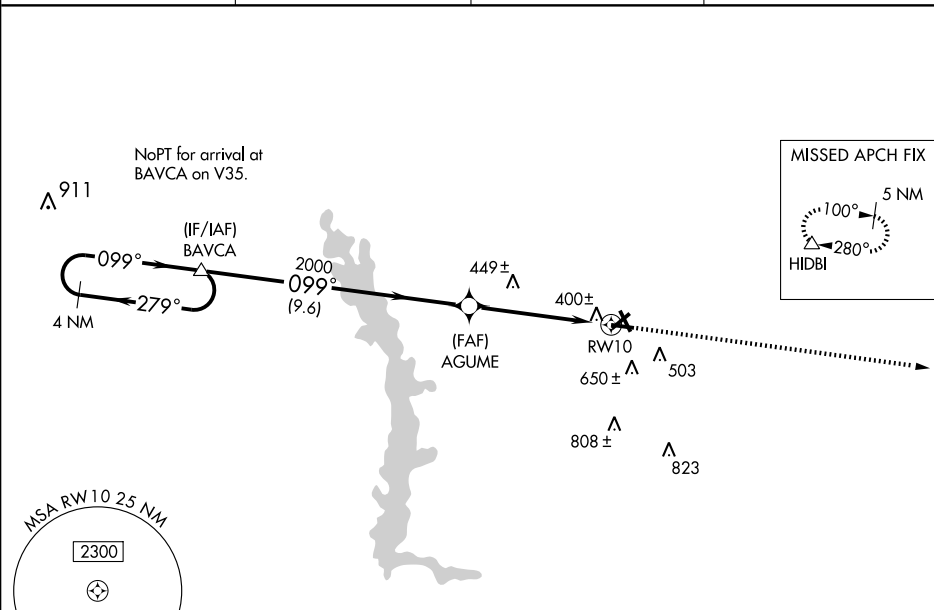
**MISSED APPROACH:** Climb to 2100 direct HDBI and hold.

AWOS-3  
**119.325**

JACKSONVILLE CENTER  
**125.75 226.8**

GCO  
**121.725**

UNICOM  
**123.050 (CTAF) 0**



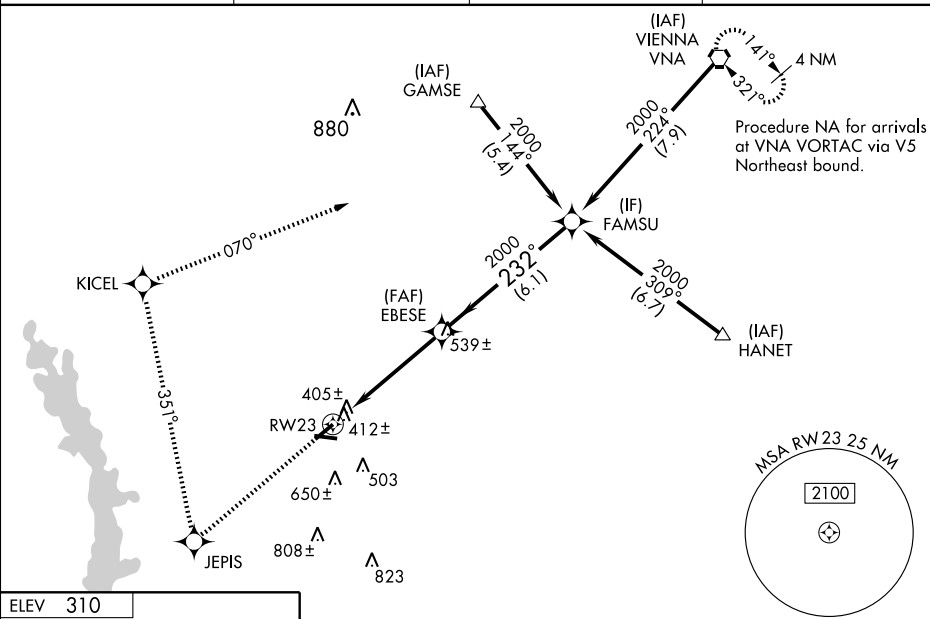
WAAS Ch <b>90206</b> <b>W23A</b>	APP CRS <b>232°</b>	Rwy Idg <b>5006</b> TDZE <b>308</b> Apt Elev <b>310</b>
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## RNAV (GPS) RWY 23

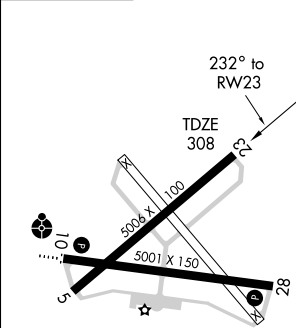
CORDELE / CRISP COUNTY-CORDELE (CKF)

▼ Straight-in minimums NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Albany altimeter setting and increase all DAs 96 feet and all MDAs 100 feet, and increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cat. C visibilities ¼ mile, Circling Cat. D visibility ½ mile. Baro-VNAV and VDP NA when using Albany altimeter setting.

MISSED APPROACH: Climb to 2000 direct JEPIS and right turn via 351° track to KICEL and via 070° track to VNA VORTAC and hold.

AWOS-3  
**119.325**JACKSONVILLE CENTER  
**125.75 226.8**GCO  
**121.725**UNICOM  
**123.050 (CTAF) 0**

ELEV 310

REIL Rwy 10 0  
MIRL Rwy 10-28 0

2000	JEPIS	KICEL	070° TRK	VNA	Procedure Turn NA
<p>* LNAV only.</p> <p>* 1 NM to RW23</p> <p>232°</p> <p>2000</p> <p>GS 3.00° TCH 45</p>					
CATEGORY	A	B	C	D	
LPV DA	646-1¼ 338 (400-1¼)				
LNAV/VNAV DA	690-1¼ 382 (400-1¼)				
LNAV MDA	680-1 372 (400-1)				680-1¼ 372 (400-1¼)
CIRCLING	760-1 450 (500-1)	820-1 510 (600-1)	820-1½ 510 (600-1½)	960-2 650 (700-1)	

WAAS Ch <b>99305</b> <b>W28A</b>	APP CRS <b>280°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>309</b> <b>310</b>
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## RNAV (GPS) RWY 28

CORDELE / CRISP COUNTY-CORDELE (CKF)

**▼** If local altimeter setting not received, use Albany altimeter setting and increase all DAs/MDAs 100 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. Baro-VNAV NA when using Albany altimeter setting.

MISSED APPROACH: Climb to 2000  
direct BAVCA and hold.

AWOS-3  
119.325

JACKSONVILLE CENTER  
125.75 226.8

GCO  
121.725

UNICOM  
123.050 (CTAF) **L**

△ 880

MISSED APCH FIX

ELEV 310

REIL Rwy 10 **L**  
MIRL Rwy 10-28 **L**

CORDELE, GEORGIA  
Orig 07242

CORDELE / CRISP COUNTY-CORDELE (CKF)

31°59'N - 83°46'W

RNAV (GPS) RWY 28

SE-4. 26 AUG 2010 to 23 SEP 2010

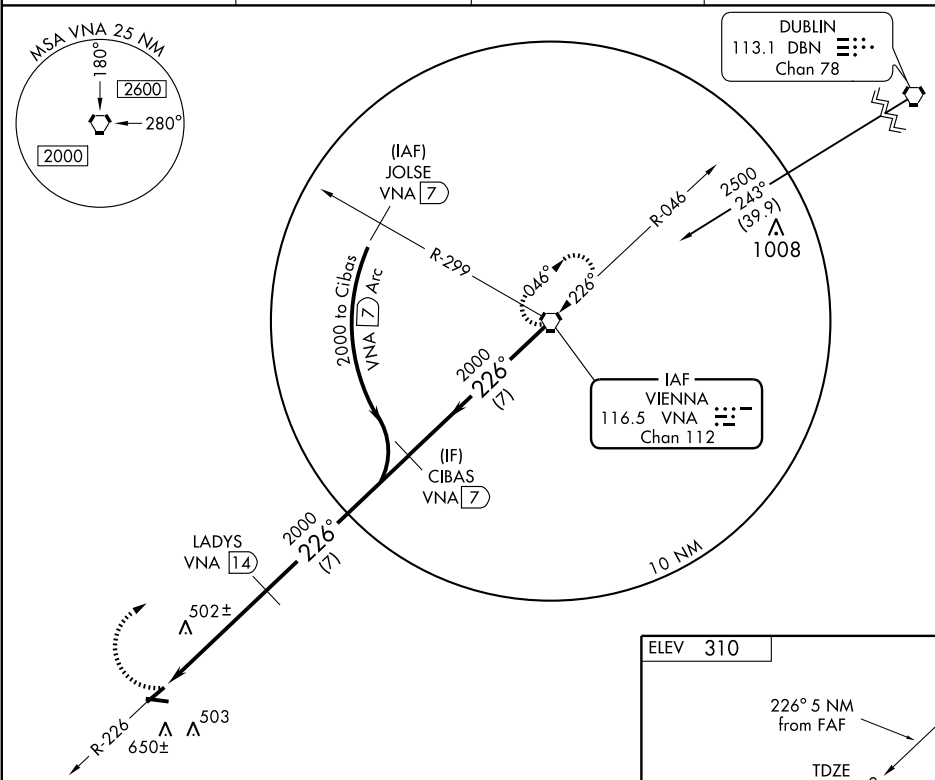
VORTAC VNA <b>116.5</b>	APP CRS <b>226°</b>	Rwy Idg TDZE Apt Elev <b>5006</b> <b>308</b> <b>310</b>
Chan <b>112</b>		

## VOR/DME RWY 23

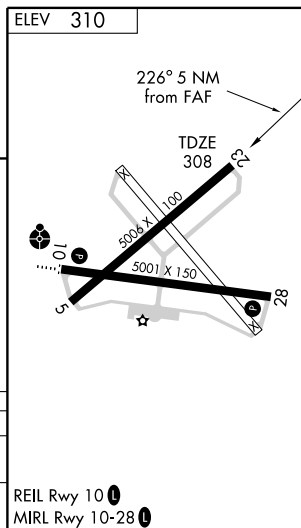
CORDELE/ CRISP COUNTY-CORDELE (CKF)

<p>▼ Straight-in minimums NA at night. Visibility reduction by helicopters NA.</p> <p>▲ When local altimeter setting not received, use Albany altimeter setting and increase all MDAs 100 feet, and S-23 Cats. C and D visibility ¼ mile Circling visibility Cat. C ¼ mile and Cat. D ½ mile.</p>	<p>MISSED APPROACH: Climbing right turn to 2000 direct VNA VORTAC and hold.</p>
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AWOS-3 <b>119.325</b>	JACKSONVILLE CENTER <b>125.75 226.8</b>	GCO <b>121.725</b>	UNICOM <b>123.050 (CTAF) 0</b>
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2000	VNA 116.5	LADYS VNA 14	CIBAS VNA 7	VORTAC
VNA 19				
		2000	2000	2000
		≤ 3.09° TCH 45		Procedure Turn NA
	5 NM	7 NM	7 NM	
CATEGORY	A	B	C	D
S-23	820-1	512 (600-1)	820-1½ 512 (600-1½)	820-1¾ 512 (600-1¾)
CIRCLING	820-1	510 (600-1)	820-1½ 510 (600-1½)	960-2 650 (700-2)





# CORNELIA

**HABERSHAM CO** (AJR) 2 SW UTC-5(-4DT) N34°29.99' W83°33.40'

1448 B S2 FUEL 100LL, JET A NOTAM FILE MCN

RWY 06-24: H5506X100 (ASPH) S-30 MIRL 0.8% up NE

RWY 06: PAPI(P2L)—GA 3.25°TCH 45'. Thld dspcd 1395'. Trees.

RWY 24: PAPI(P2L)—GA 3.50°TCH 40'. Trees.

**AIRPORT REMARKS:** Attended 1300-0000Z±. MIRL Rwy 06-24 preset on low ints dusk-0300Z±; to increase ints—CTAF. After 0300Z± ACTIVATE—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.175 (706) 778-3675.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

Ⓡ ATLANTA CENTER APP/DEP CON 134.8

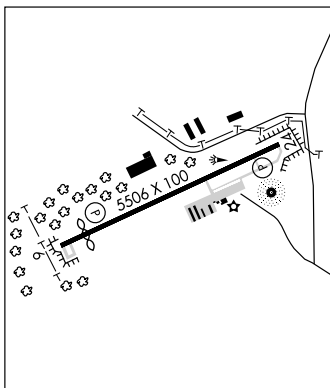
**RADIO AIDS TO NAVIGATION:** NOTAM FILE AND.

FOOTHILLS (H) VORTAC 113.4 ODF Chan 81 N34°41.75'

W83°17.86' 228° 17.4 NM to fld. 1700/00E.

NDB (MHW) 347 AJR N34°30.09' W83°32.99' at fld.

NOTAM FILE MCN.



**COVINGTON MUNI** (9A1) 3 N UTC-5(-4DT) N33°37.94' W83°50.85'

809 B S4 FUEL 100LL, JET A NOTAM FILE MCN

RWY 10-28: H5500X75 (ASPH) S-30 MIRL 0.3% up E

RWY 10: PAPI(P2L)—GA 4.0° TCH 52'. Trees.

RWY 28: PAPI(P2L)—GA 3.0° TCH 32'. Rgt tfc.

**AIRPORT REMARKS:** Attended Mon-Fri 1300-2300Z±, Sat-Sun 1400-2200Z±. Deer and migratory birds on and invof arpt. Avoid overflying populated area SW of arpt blo 1500 AGL. No 180° turns on asph for acft over 12,500 lbs. gross weight. ACTIVATE MIRL and PAPI Rwy 10 and Rwy 28—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.725 (770) 385-7057.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

Ⓡ ATLANTA APP/DEP CON 128.575 CLNC DEL 119.875

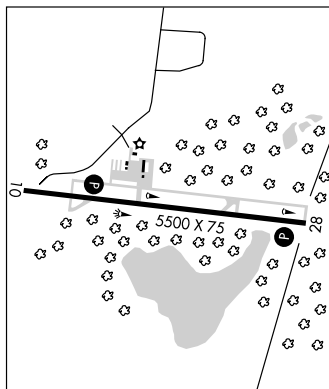
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ATL.

ATLANTA (H) VORTAC 116.9 ATL Chan 116 N33°37.75'

W84°26.11' 089° 29.4 NM to fld. 1000/00E.

ALCOVY NDB (MHW) 370 VOF N33°37.79'

W83°46.93' 276° 3.3 NM to fld. NOTAM FILE MCN.



**COWETA CO** N33°15.42' W84°42.80' NOTAM FILE MCN

NDB (MHW) 234 EQQ 322° 4.3 NM to Newnan Coweta Co.

**CREKE** N32°29.03' W83°00.66' NOTAM FILE MCN

NDB (MHW/LOM) 251 DB 028° 5.1 NM to WH "BUD" BARRON

NDB unmonitored Mon-Fri 2300-1100Z±, Sat-Sun 2300-1500Z±.

**CRISP CO-CORDELE** (See CORDELE)

**CULVR** N33°09.11' W83°09.58' NOTAM FILE MCN

NDB (MHW) 380 UMB 276° 4.1 NM to Baldwin Co.

ATLANTA

H-9B, 12F, L-18J

IAP

ATLANTA

H-9B, 12F, L-18J, A

IAP

ATLANTA

L-181, A

ATLANTA

L-18J

ATLANTA

L-18J

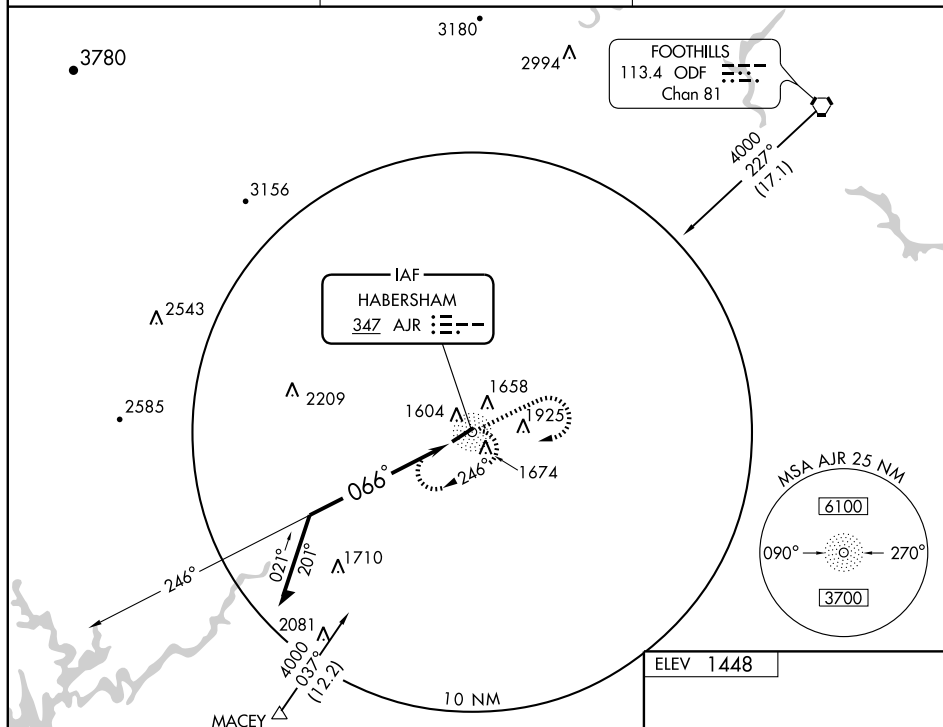
NDB AJR  
**347**APP CRS  
**066°**Rwy Idg **4111**  
TDZE **1446**  
Apt Elev **1448****NDB RWY 6**

CORNELIA/HABERSHAM COUNTY (AJR)



When local altimeter setting not received, use Gainesville altimeter setting and increase all MDA 80 feet; increase S-6 and Circling Cats A and C visibility ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 then climbing right turn to 4000 direct AJR NDB and hold.

AWOS-3  
**119.175**ATLANTA CENTER  
**134.8 307.9**UNICOM  
**122.7 (CTAF) 0**ELEV **1448**Remain  
within 10 NM

NDB

**3100****246°****066°**

3000	4000	AJR
------	------	-----

TDZE  
**1446****0.8% UP****5506 X 100****1468**066° to  
AJR NDB

CATEGORY	A	B	C	D
S-6	2280-1 834 (900-1)	2280-1¼ 834 (900-1¼)	2280-2½ 834 (900-2½)	NA
CIRCLING	2280-1 832 (900-1)	2280-1¼ 832 (900-1¼)	2280-2½ 832 (900-2½)	NA

MIRL Rwy 6-24 0

APP CRS	Rwy Idg	4111
059°	TDZE	1446
	Apt Elev	1448

## RNAV (GPS) RWY 6

CORNELIA/ HABERSHAM COUNTY (AJR)

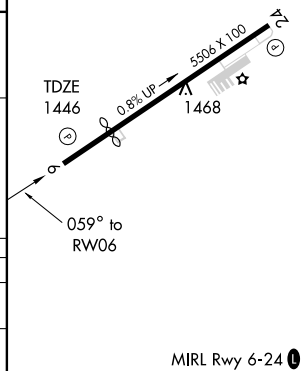
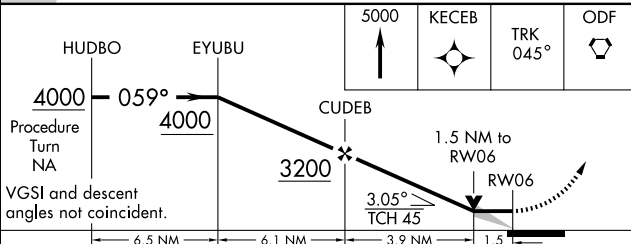
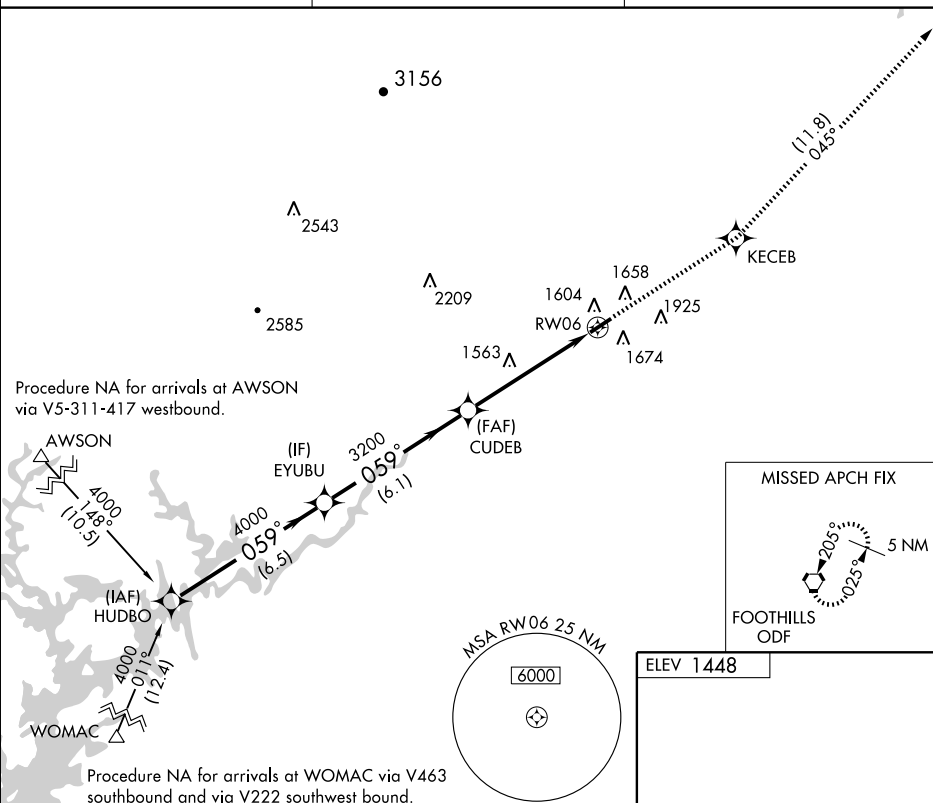


If local altimeter setting not received, use Lee Gilmer Memorial altimeter setting and increase all MDAs 80 feet. DME/DME RNP-0.3 NA. VDP NA when using Lee Gilmer Memorial altimeter setting. Procedure NA at night.

**MISSED APPROACH:** Climb to 500' direct KECEB and via 045° track to ODF VORTAC and hold.

AWOS-3  
**119.175**

ATLANTA CENTER  
134.8 307.9

UNICOM  
122.7 (CTAF) **L**

CATEGORY	A	B	C	D
INAV MDA	1960-1 514 (600-1)	1960-1½ 514 (600-1½)	1960-1¾ 514 (600-1¾)	1960-2 514 (600-2)
CIRCLING	2100-1 652 (700-1)	2100-1¾ 652 (700-1¾)	2100-2 652 (700-2)	2100-2½ 652 (700-2½)

MIRL Rwy 6-24 **L**

CORNELIA, GEORGIA

Orig 08325

CORNELIA/HABERSHAM COUNTY(AJR)

34°30'N - 83°33'W

RNAV (GPS) RWY 6

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4. 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy ldg	<b>5506</b>
<b>239°</b>	TDZE	<b>1448</b>
	Apt Elev	<b>1448</b>

# RNAV (GPS) RWY 24

CORNELIA/ HABERSHAM COUNTY (AJR)

**V** If local altimeter setting not received, use Lee Gilmer Memorial altimeter setting and increase all MDAs 80 feet. VDP NA when using Lee Gilmer Memorial altimeter setting. DME/DME RNP-0.3 NA. Procedure NA at night.

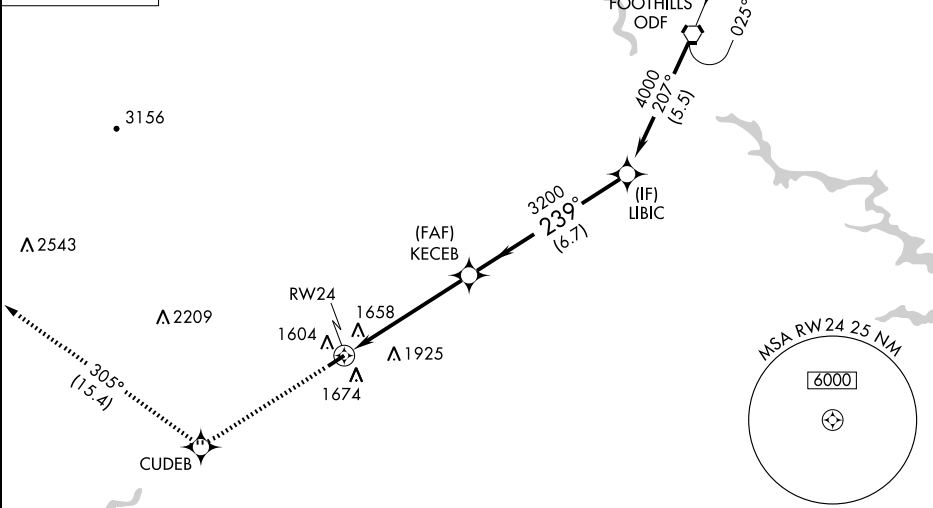
**MISSED APPROACH:** Climb to 5000 direct CUDEB and via 305° track to ANNYE and hold.

AWOS-3  
**119.175**

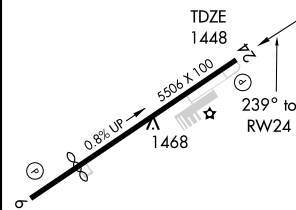
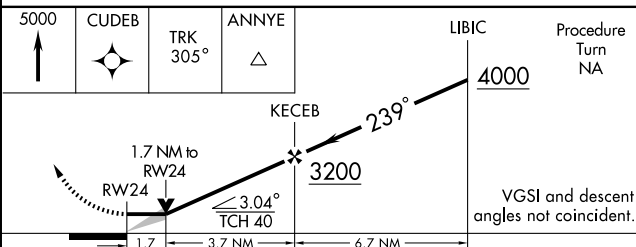
ATLANTA CENTER  
**134.8 307.9**

UNICOM  
**122.7 (CTAF) 0**

MISSED APCH FIX



ELEV 1448



CATEGORY	A	B	C	D
LNVA MDA	2100-1 652 (700-1)	2100-1¾ 652 (700-1¾)	2100-2 652 (700-2)	2100-2 652 (700-2)
CIRCLING	2100-1 652 (700-1)	2100-1¾ 652 (700-1¾)	2100-2 652 (700-2)	2100-2 652 (700-2)

MIRL Rwy 6-24 0

VORTAC ODF <b>113.4</b> Chan <b>81</b>	APP CRS <b>048°</b>	Rwy Idg TDZE <b>1446</b> Apt Elev <b>1448</b>
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# VOR/DME RWY 6

CORNELIA/ HABERSHAM COUNTY (AJR)

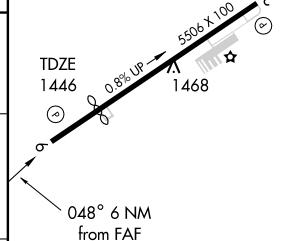
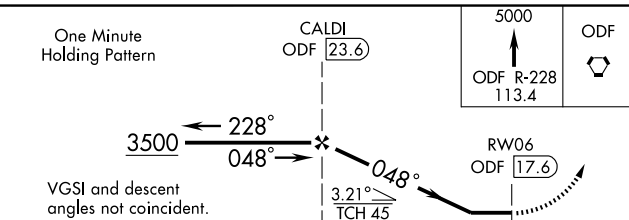
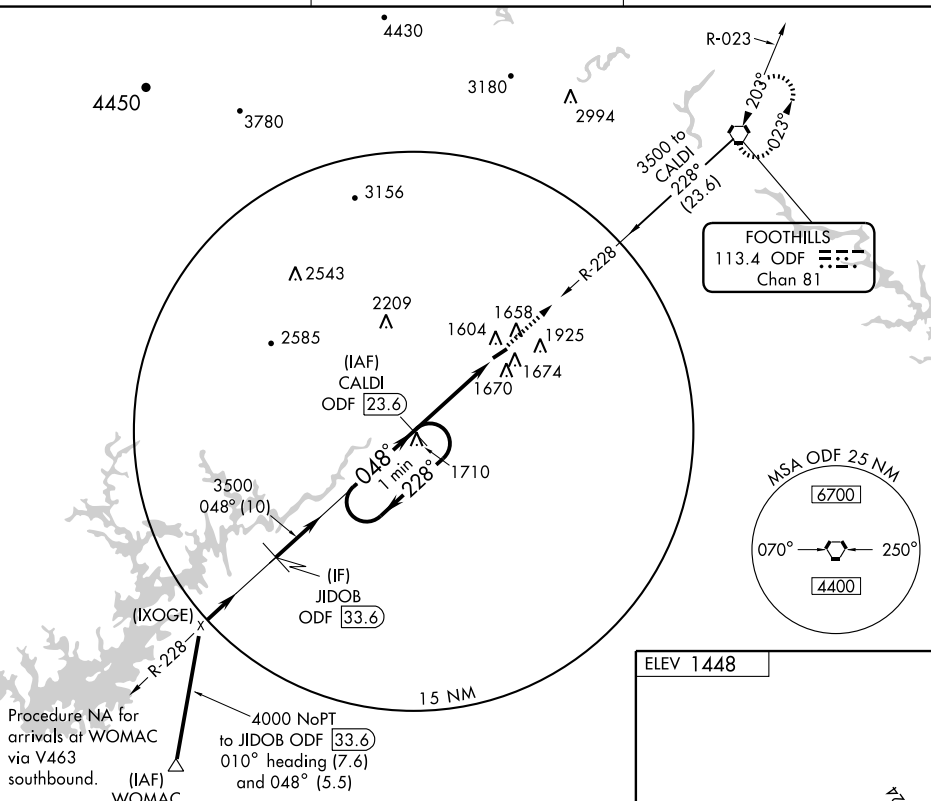
**NA** If local altimeter setting not received, use Lee Gilmer Memorial altimeter setting and increase all MDAs 80 feet.

**MISSED APPROACH:** Climb to 5000 via ODF R-228 to ODF VORTAC and hold.

AWOS-3  
**119.175**

ATLANTA CENTER  
**134.8 307.9**

UNICOM  
**122.7 (CTAF)**



CATEGORY	A	B	C	D
S-6	1980-1	534 (600-1)	1980-1½ 534 (600-1½)	1980-1¾ 534 (600-1¾)
CIRCLING	2100-1	652 (700-1)	2100-1¾ 652 (700-1¾)	2280-2¾ 832 (900-2¾)

MIRL Rwy 6-24

# CORNELIA

**HABERSHAM CO** (AJR) 2 SW UTC-5(-4DT) N34°29.99' W83°33.40'

1448 B S2 FUEL 100LL, JET A NOTAM FILE MCN

RWY 06-24: H5506X100 (ASPH) S-30 MIRL 0.8% up NE

RWY 06: PAPI(P2L)—GA 3.25°TCH 45'. Thld dspcd 1395'. Trees.

RWY 24: PAPI(P2L)—GA 3.50°TCH 40'. Trees.

**AIRPORT REMARKS:** Attended 1300-0000Z±. MIRL Rwy 06-24 preset on low ints dusk-0300Z±; to increase ints—CTAF. After 0300Z± ACTIVATE—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.175 (706) 778-3675.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

Ⓡ ATLANTA CENTER APP/DEP CON 134.8

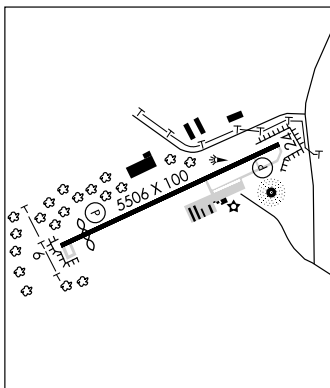
**RADIO AIDS TO NAVIGATION:** NOTAM FILE AND.

FOOTHILLS (H) VORTAC 113.4 ODF Chan 81 N34°41.75'

W83°17.86' 228° 17.4 NM to fld. 1700/00E.

NDB (MHW) 347 AJR N34°30.09' W83°32.99' at fld.

NOTAM FILE MCN.



**COVINGTON MUNI** (9A1) 3 N UTC-5(-4DT) N33°37.94' W83°50.85'

809 B S4 FUEL 100LL, JET A NOTAM FILE MCN

RWY 10-28: H5500X75 (ASPH) S-30 MIRL 0.3% up E

RWY 10: PAPI(P2L)—GA 4.0° TCH 52'. Trees.

RWY 28: PAPI(P2L)—GA 3.0° TCH 32'. Rgt tfc.

**AIRPORT REMARKS:** Attended Mon-Fri 1300-2300Z±, Sat-Sun 1400-2200Z±. Deer and migratory birds on and invof arpt. Avoid overflying populated area SW of arpt blo 1500 AGL. No 180° turns on asph for acft over 12,500 lbs. gross weight. ACTIVATE MIRL and PAPI Rwy 10 and Rwy 28—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.725 (770) 385-7057.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

Ⓡ ATLANTA APP/DEP CON 128.575 CLNC DEL 119.875

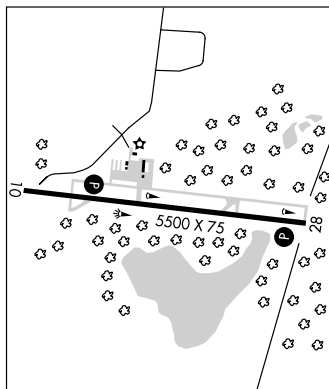
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ATL.

ATLANTA (H) VORTAC 116.9 ATL Chan 116 N33°37.75'

W84°26.11' 089° 29.4 NM to fld. 1000/00E.

ALCOVY NDB (MHW) 370 VOF N33°37.79'

W83°46.93' 276° 3.3 NM to fld. NOTAM FILE MCN.



**COWETA CO** N33°15.42' W84°42.80' NOTAM FILE MCN

NDB (MHW) 234 EQQ 322° 4.3 NM to Newnan Coweta Co.

**CREKE** N32°29.03' W83°00.66' NOTAM FILE MCN

NDB (MHW/LOM) 251 DB 028° 5.1 NM to WH "BUD" BARRON

NDB unmonitored Mon-Fri 2300-1100Z±, Sat-Sun 2300-1500Z±.

**CRISP CO-CORDELE** (See CORDELE)

**CULVR** N33°09.11' W83°09.58' NOTAM FILE MCN

NDB (MHW) 380 UMB 276° 4.1 NM to Baldwin Co.

ATLANTA

H-9B, 12F, L-18J

IAP

ATLANTA

H-9B, 12F, L-18J, A

IAP

ATLANTA

L-181, A

ATLANTA

L-18J

ATLANTA

L-18J

# (AWSON.AWSON1) 09183 AWSON ONE ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA

ATLANTA APP CON  
126.975 239.275  
FULTON COUNTY ATIS  
120.175  
DEKALB PEACHTREE ATIS  
128.4  
DOBBINS ARB ATIS \*  
269.5

VOLUNTEER  
116.4 VXX  
Chan 111  
N35°54.29' - W83°53.68'  
L-25, H-9-12

SNOWBIRD  
108.8 SOT  
Chan 25  
N35°47.41' - W83°03.14'  
L-25, H-9-12

SUGARLOAF MOUNTAIN  
112.2 SUG  
Chan 59  
N35°24.39' - W82°16.12'  
L-25

CERAY  
N34°59.97' - W83°41.55'

HARRIS  
109.8 HRS  
Chan 35

FOOTHILLS  
113.4 ODF  
Chan 81  
N34°41.75' - W83°17.86'  
L-25, H-9-12

AWSON  
N34°28.82' - W83°59.06'

DEHAN  
N34°19.00' - W84°04.30'  
**NAVIGATIONAL PLANNING INFORMATION**  
All aircraft expect clearance to cross at 8000'.

DLUTH  
N34°05.26' - W84°11.61'

ELECTRIC CITY  
108.6 ELW  
Chan 23

CARTERSVILLE  
PAULDING CO RGNL  
DOBBINS ARB  
FULTON COUNTY AIRPORT-BROWN FIELD  
WEST GEORGIA RGNL-O.V. GRAY FIELD  
PEACHTREE CITY-FALCON FIELD  
NEWMAN-COWETA COUNTY  
COBB COUNTY-McCOLLUM FIELD  
DEKALB-PEACHTREE  
CLAYTON COUNTY-TARA FIELD  
GWINNETT COUNTY-BRISCOE FIELD  
ATLANTA 116.9 ATL Chan 116  
COVINGTON MUNI  
GRIFFIN-SPALDING COUNTY

NOTE: DME Required.  
NOTE: RADAR required SOT transition.  
NOTE: This procedure applicable to turbojet and turboprop aircraft.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

# AWSON ONE ARRIVAL (AWSON.AWSON1) 09183

ATLANTA, GEORGIA

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010

## ARRIVAL DESCRIPTION

CERAY TRANSITION (CERAY.AWSON1): From over CERAY INT via ATL R-024 to AWSON INT. Thence. . . .

FOOTHILLS TRANSITION (ODF.AWSON1): From over ODF VORTAC via ODF R-249 to AWSON INT. Thence. . . .

SNOWBIRD TRANSITION (SOT.AWSON1): From over SOT VORTAC via SOT R-218 and ATL R-024 to AWSON INT. Thence. . . .

SUGARLOAF MOUNTAIN TRANSITION (SUG.AWSON1): From over SUG VORTAC via SUG R-253 and ATL R-024 to AWSON INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.AWSON1): From over VXV VORTAC via VXV R-173 and ATL R-024 to AWSON INT. Thence. . . .

. . . .From over AWSON INT via ATL R-024 to DLUTH INT. Expect radar vectors to final approach course after DEHAN INT.

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010

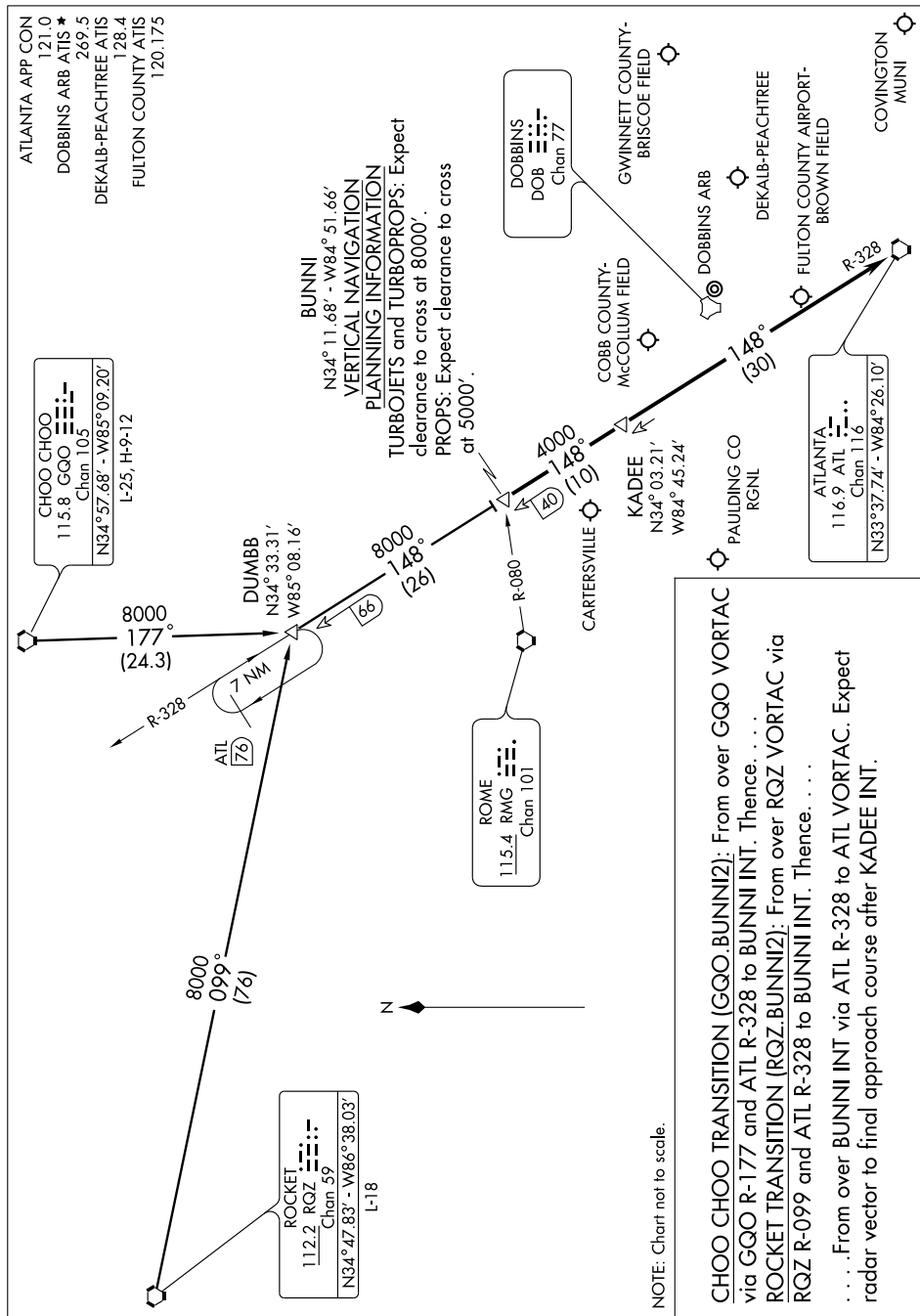


## BUNNI TWO ARRIVAL (BUNNI.BUNNI2)

ST-469 (FAA)

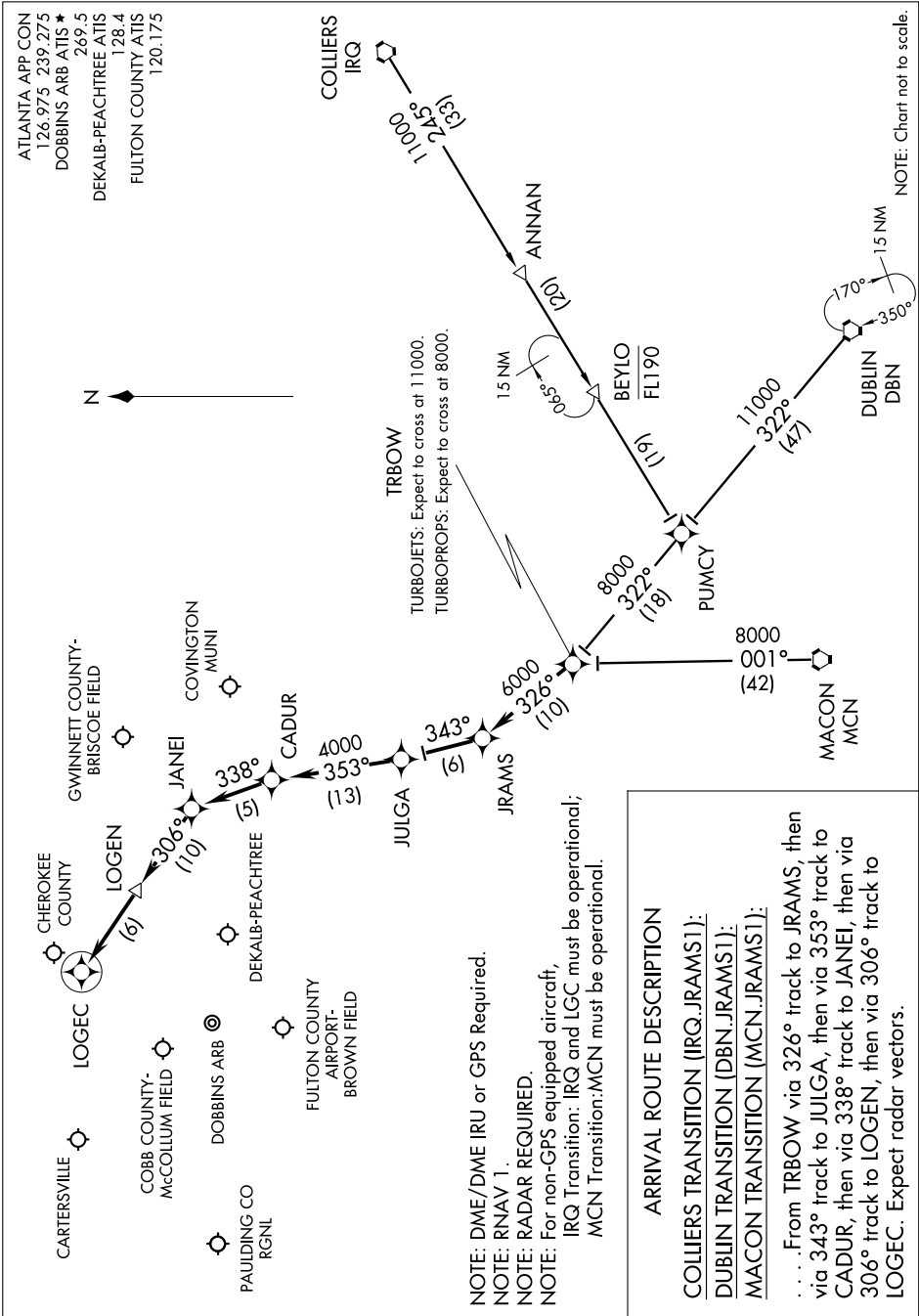
ATLANTA, GEORGIA

SE-4, 26 AUG 2010 to 23 SEP 2010



## BUNNI TWO ARRIVAL (BUNNI.BUNNI2)

ATLANTA, GEORGIA




SE-4, 26 AUG 2010 to 23 SEP 2010


SE-4, 26 AUG 2010 to 23 SEP 2010

NDB VOF	APP CRS	Rwy Idg	5500
<b>370</b>	<b>275°</b>	TDZE	<b>809</b>
		Apt Elev	<b>809</b>

# NDB RWY 28

COVINGTON MUNI (9A1)


 Visibility reduction by helicopters NA. When local altimeter setting not received, use Lawrenceville altimeter setting and increase all MDA 100 ft and S-28 Cats. C and D and Circling Cat. C visibilities ½ mile.


 NA

MISSED APPROACH: Climb to 2000 then climbing left turn to 2500 direct VOF NDB and hold.

AWOS-3  
**118.725**

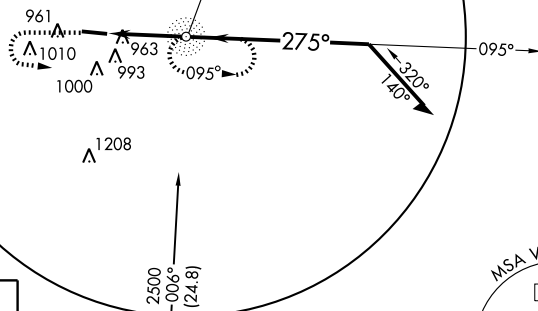
ATLANTA APP CON  
**128.575 381.65**

CLNC DEL  
**119.875**

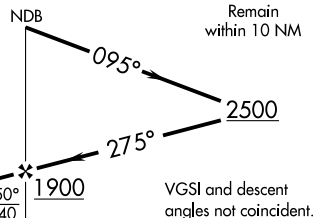
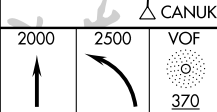
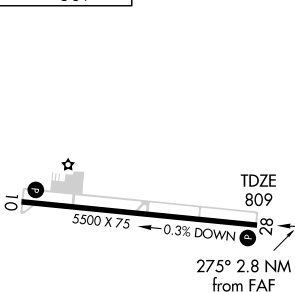
UNICOM  
**123.0** (CTAF) 

 2549±

 2049



ELEV 809



CATEGORY	A	B	C	D
S-28	1360-1	551 (600-1)	1360-1½ 551 (600-1½)	1360-1¾ 551 (600-1¾)
CIRCLING	1360-1	551 (600-1)	1360-1½ 551 (600-1½)	1360-2 551 (600-2)

MIRL Rwy 10-28 

FAF to MAP 2.8 NM

Knots	60	90	120	150	180
Min:Sec	2:48	1:52	1:24	1:07	0:56

COVINGTON, GEORGIA

Amdt 2 09127

33°38'N-83°51'W

COVINGTON MUNI (9A1)

# NDB RWY 28

APP CRS	Rwy Idg	<b>5500</b>
<b>100°</b>	TDZE	<b>795</b>
	Apt Elev	<b>809</b>

# RNAV (GPS) RWY 10

COVINGTON MUNI (9A1)

**▼** When local altimeter setting not received, use Lawrenceville altimeter setting and increase all MDA 100 ft and LNAV Cat. C visibility ¼ mile, Cat. D visibility ½ mile, and Circling Cat. C visibility ¼ mile. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

**▲ NA**

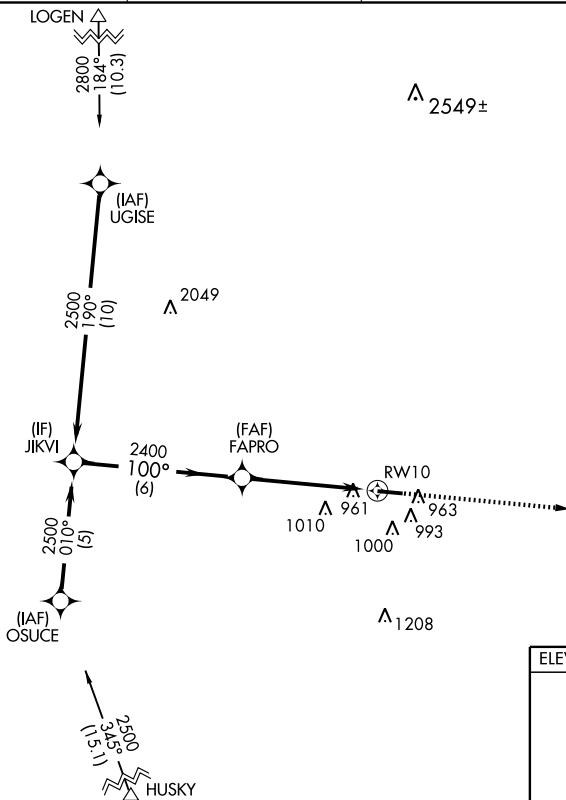
**MISSED APPROACH:**  
Climb to 3000 direct IBAYY and hold.

AWOS-3  
**118.725**

ATLANTA APP CON  
**128.575 381.65**

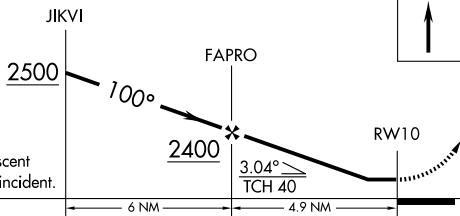
CINC DEL  
**119.875**

UNICOM  
**123.0 (CTAF)**



ELEV 809

Procedure  
Turn  
NA



VGSI and descent  
angles not coincident.

CATEGORY	A	B	C	D
LNAV MDA	1220-1	425 (500-1)	1220-1¼	425 (500-1¼)
CIRCLING	1300-1 491 (500-1)	1360-1 551 (600-1)	1360-1½ 551 (600-1½)	1360-2 551 (600-2)

MIRL Rwy 10-28

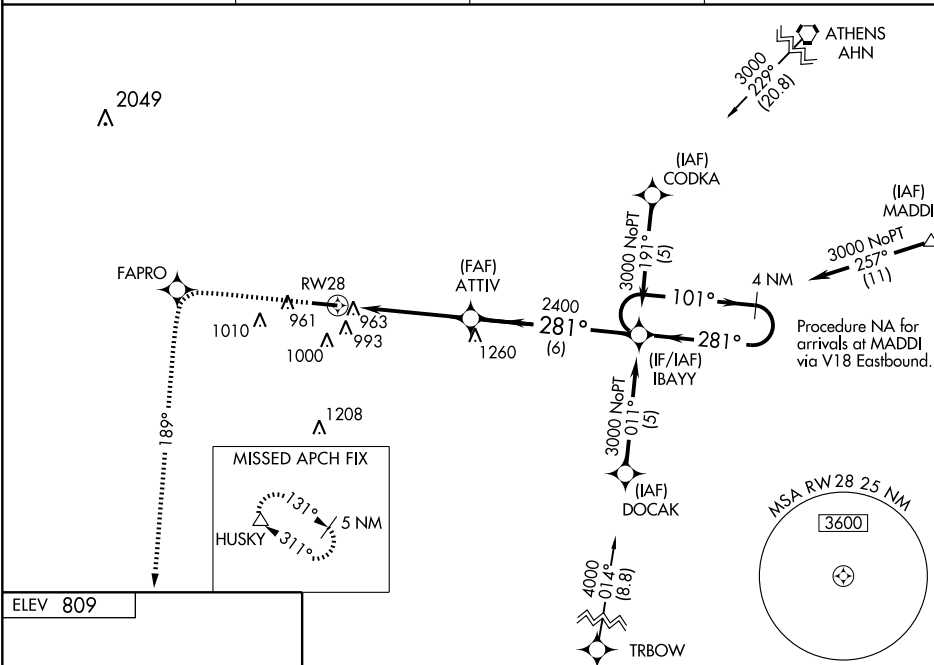
WAAS CH <b>72710</b> <b>W28A</b>	APP CRS <b>281°</b>	Rwy Idg TDZE Apt Elev	<b>5500</b> <b>809</b> <b>809</b>
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# RNAV (GPS) RWY 28

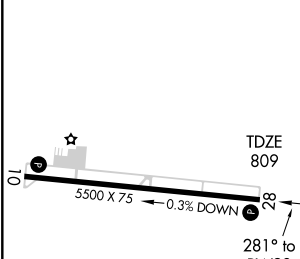
COVINGTON MUNI (9A1)

<p>Baro-VNAV NA when using Lawrenceville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lawrenceville altimeter setting and increase all DA 85 ft, all MDA 100 ft, LPV visibility ¼ mile, LNAV/VNAV visibility ½ mile, LNAV Cat. C and D visibility ¼ mile, and Circling Cat. C visibility ¼ mile. VDP NA when using Lawrenceville altimeter setting.</p>	<p><b>MISSED APPROACH:</b> Climb to 3000 direct FAPRO and left turn via 189° track to HUSKY and hold.</p>
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AWOS-3 <b>118.725</b>	ATLANTA APP CON <b>128.575 381.65</b>	CLNC DEL <b>119.875</b>	UNICOM <b>123.0</b> (CTAF) <b>0</b>
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ELEV 809

MIRL Rwy 10-28 **0**

COVINGTON, GEORGIA  
Orig 09127

3000	FAPRO	189° TRK	HUSKY	4 NM Holding Pattern
* LNAV Only.				
* 1.4 NM to RWY 28				
RWY 28				
ATTIV				
IBAYY				
101° → 3000				
← 281° GS 3.00° TCH 51				
VGSI and RNAV glidepath not coincident.				
1.4 3.4 NM 6 NM				
CATEGORY	A	B	C	D
LPV DA	1118-1 309 (400-1)			
LNAV/VNAV DA	1263-1½ 454 (500-1½)			
LNAV MDA	1280-1 471 (500-1)	1280-1¼ 471 (500-1¼)	1280-1½ 471 (500-1½)	
CIRCLING	1300-1 491 (500-1)	1360-1 551 (600-1)	1360-1½ 551 (600-1½)	1360-2 551 (600-2)

33°38'N-83°51'W

COVINGTON MUNI (9A1)  
**RNAV (GPS) RWY 28**

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010



VORTAC ATL <b>116.9</b> Chan <b>116</b>	APP CRS <b>089°</b>	Rwy ldg TDZE <b>5500</b> Apt Elev <b>795</b> <b>809</b>
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# VOR/DME RWY 10

COVINGTON MUNI (9A1)

**NA** When local altimeter setting not received, use Lawrenceville altimeter setting and increase all MDA 100 feet and Cat. C visibilities ¼ mile. Visibility reduction by helicopters NA.

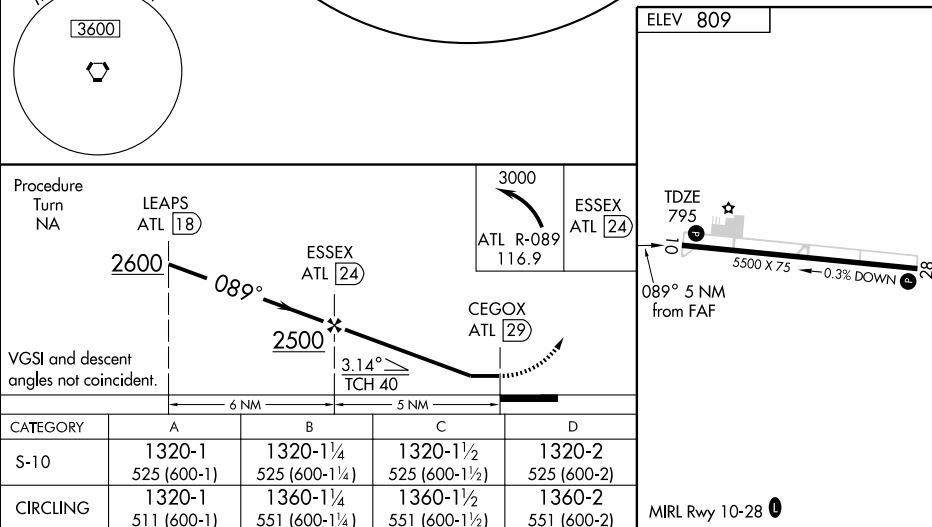
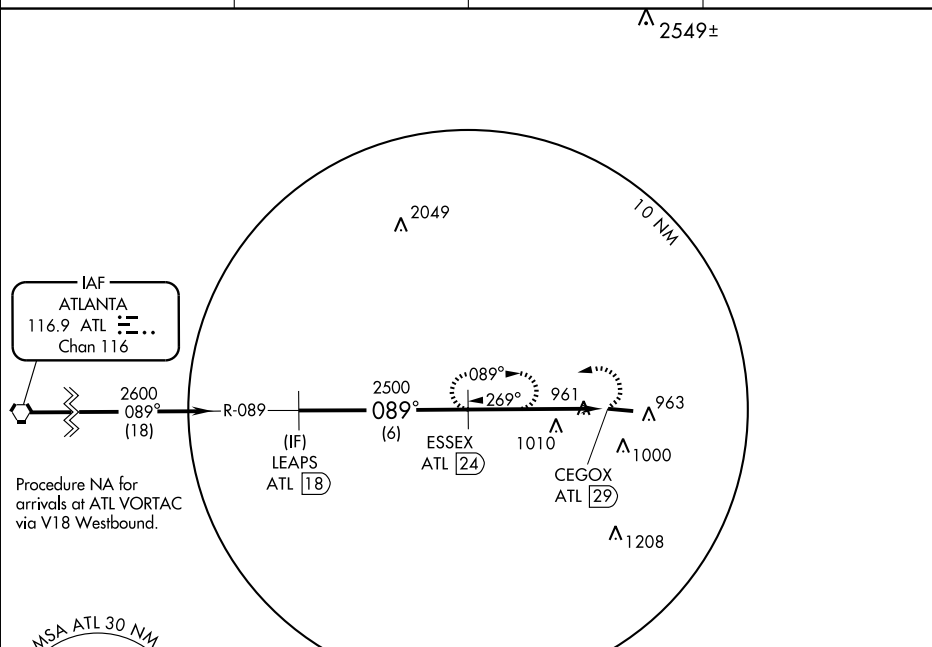
**MISSED APPROACH:** Climbing left turn to 3000 via ATL R-089 to ESSEX/ATL 24 DME and hold.

AWOS-3  
**118.725**

ATLANTA APP CON  
**128.575 381.65**

CLNC DEL  
**119.875**

UNICOM  
**123.0 (CTAF) 0**



## CUTHBERT

**LOWER CHATTAHOOCHEE RGNL** (25J) 4 SW UTC-5(-4DT) N31°42.11' W84°49.62'

JACKSONVILLE

457 B NOTAM FILE MCN

L-18J

**RWY 18-36:** H3000X60 (ASPH) S-16 MIRL

**RWY 18:** Trees. **RWY 36:** Trees.

**AIRPORT REMARKS:** Unattended. Deer frequently on and in/ovf arpt. Rwy 18-36 has excessive cracking and deterioration. MIRL Rwy 18-36—CTAF.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ANB.

**EUFAULA (L) VORTAC** 109.2 EUF Chan 29 N31°57.02' W85°07.83' 132° 21.5 NM to fld. 280/02E.

## DAHLONEGA

**LUMPKIN CO-WIMPYS** (9A0) 3 NW UTC-5(-4DT) N34°34.99' W84°01.20'

ATLANTA

1311 FUEL 100LL NOTAM FILE MCN

L-18J

**RWY 15-33:** H3090X50 (ASPH) S-12 LIRL (NSTD)

**RWY 15:** Thld dsplcd 754'. Trees. **RWY 33:** Thld dsplcd 695'. Trees.

**AIRPORT REMARKS:** Unattended. Arpt CLOSED to acft at ngt, daytime use only. 24 hr self serve fuel with credit card. Parachute Jumping. Rwy 15-33 NSTD LIRL the length of the rwy. No thld lgts.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCN.

**HARRIS (L) VORTACW** 109.8 HRS Chan 35 N34°56.58' W83°54.94' 193° 22.2 NM to fld. 3660/00E. HIWAS.

## DALLAS

**PAULDING CO RGNL** (PUJ) 6 W UTC-5(-4DT) N33°54.72' W84°56.44'

ATLANTA

1289 FUEL 100LL, JET A NOTAM FILE MCN

H-9A, L-181, A

**RWY 13-31:** H5505X100 (CONC-GRVD) S-50, D-90 HIRL

IAP

**RWY 13:** REIL. PAPI(P4L)—GA 3.0° TCH 50'.

**RWY 31:** REIL. PAPI(P4L)—GA 3.0° TCH 49'.

**AIRPORT REMARKS:** Attended continuously. HIRL Rwy 13-31 preset on low inst and PAPI Rwy 13 and Rwy 31 opr dusk-0300Z‡ to increase ints HIRL Rwy 13-31 ACTIVATE—CTAF. After 0300Z‡ ACTIVATE HIRL Rwy 13-31 and PAPI Rwy 13 and Rwy 31—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 126.225 (770) 445-3870.

**COMMUNICATIONS:** CTAF/UNICOM 123.075

**ATLANTA APP/DEP CON** 121.0

**RADIO AIDS TO NAVIGATION:** NOTAM FILE RMG.

**ROME (H) VORTACW** 115.4 RMG Chan 101 N34°09.75' W85°07.17' 148°17.5 NM to fld. 1150/01E. HIWAS.

**ILS/DME** 109.15 I-PUJ Chan 28Y Rwy 31. GS unusable byd 5° left of course.

**DALTON MUNI** (DNN) 6 SE UTC-5(-4DT) N34°43.38' W84°52.21'

ATLANTA

709 B FUEL 100LL, JET A1+ TPA-1509(800) NOTAM FILE DNN

H-9A, 12F, L-25A

**RWY 14-32:** H5495X98 (ASPH) S-30, D-42, 2D-80 HIRL 0.3% up NW

IAP

**RWY 14:** MALSR. PAPI(P4L)—GA 3.5° TCH 34'. Trees.

**RWY 32:** PAPI(P4L)—GA 3.5° TCH 37'. Trees.

**AIRPORT REMARKS:** Attended 1300-2200Z‡. Other hours by req, CLOSED major holidays. Rwy 14 PAPI and ILS glidepath not coincident. Rwy 32 PAPI unusable byd 5° right of rwy centerline. MALSR Rwy 14 opr dusk-dawn when the visibility is less than 3 miles and/or the ceiling is less than 1000' other times—CTAF. ACTIVATE HIRL Rwy 14-32 opr dusk-dawn, ACTIVATE HIRL daytime and MALSR Rwy 14—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 127.65 (706) 278-7010.

**COMMUNICATIONS:** CTAF/UNICOM 122.975

Ⓡ **CHATTAHOOGA APP/DEP CON** 125.1 (1100-0450Z‡) CLNC DEL 120.25 (1100-0450Z‡)

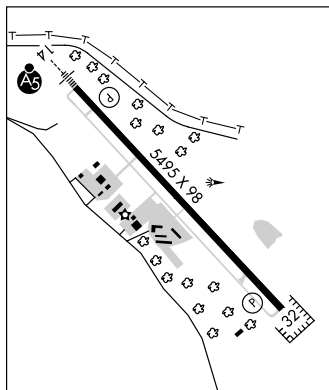
**ATLANTA CENTER APP/DEP CON** 133.8 (0450-1100Z‡)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CHA.

**CHOO CHOO (H) VORTAC** 115.8 GQO Chan 105 N34°57.68' W85°09.20' 135° 20.0 NM to fld. 1030/01E. HIWAS.

**WHITFIELD NDB (MHW)** 400 UWI N34°47.37' W84°56.76' 140° 5.5 NM to fld. NOTAM FILE DNN. Unmonitored.

**ILS** 110.9 I-DNN Rwy 14.





# (AWSON.AWSON1) 09183 AWSON ONE ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA

ATLANTA APP CON  
126.975 239.275  
FULTON COUNTY ATIS  
120.175  
DEKALB PEACHTREE ATIS  
128.4  
DOBBINS ARB ATIS \*  
269.5

VOLUNTEER  
116.4 VVX  
Chan 111  
N35°54.29' - W83°53.68'  
L-25, H-9-12

SNOWBIRD  
108.8 SOT  
Chan 25  
N35°47.41' - W83°03.14'  
L-25, H-9-12

SUGARLOAF MOUNTAIN  
112.2 SUG  
Chan 59  
N35°24.39' - W82°16.12'  
L-25

CERAY  
N34°59.97' - W83°41.55'

HARRIS  
109.8 HRS  
Chan 35

FOOTHILLS  
113.4 ODF  
Chan 81  
N34°41.75' - W83°17.86'  
L-25, H-9-12

AWSON  
N34°28.82' - W83°59.06'

DEHAN  
N34°19.00' - W84°04.30'  
**NAVIGATIONAL PLANNING INFORMATION**  
All aircraft expect clearance to cross at 8000'.

DLUTH  
N34°05.26' - W84°11.61'

ELECTRIC CITY  
108.6 ELW  
Chan 23

CARTERSVILLE  
PAULDING CO RGNL  
DOBBINS ARB  
FULTON COUNTY AIRPORT-BROWN FIELD  
WEST GEORGIA RGNL-O.V. GRAY FIELD  
PEACHTREE CITY-FALCON FIELD  
NEWMAN-COWETA COUNTY  
COBB COUNTY-McCOLLUM FIELD  
DEKALB-PEACHTREE  
CLAYTON COUNTY-TARA FIELD  
GWINNETT COUNTY-BRISCOE FIELD  
ATLANTA 116.9 ATL Chan 116  
COVINGTON MUNI  
GRIFFIN-SPALDING COUNTY

NOTE: DME Required.  
NOTE: RADAR required SOT transition.  
NOTE: This procedure applicable to turbojet and turboprop aircraft.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

# AWSON ONE ARRIVAL (AWSON.AWSON1) 09183

ATLANTA, GEORGIA

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010

## ARRIVAL DESCRIPTION

CERAY TRANSITION (CERAY.AWSON1): From over CERAY INT via ATL R-024 to AWSON INT. Thence. . . .

FOOTHILLS TRANSITION (ODF.AWSON1): From over ODF VORTAC via ODF R-249 to AWSON INT. Thence. . . .

SNOWBIRD TRANSITION (SOT.AWSON1): From over SOT VORTAC via SOT R-218 and ATL R-024 to AWSON INT. Thence. . . .

SUGARLOAF MOUNTAIN TRANSITION (SUG.AWSON1): From over SUG VORTAC via SUG R-253 and ATL R-024 to AWSON INT. Thence. . . .

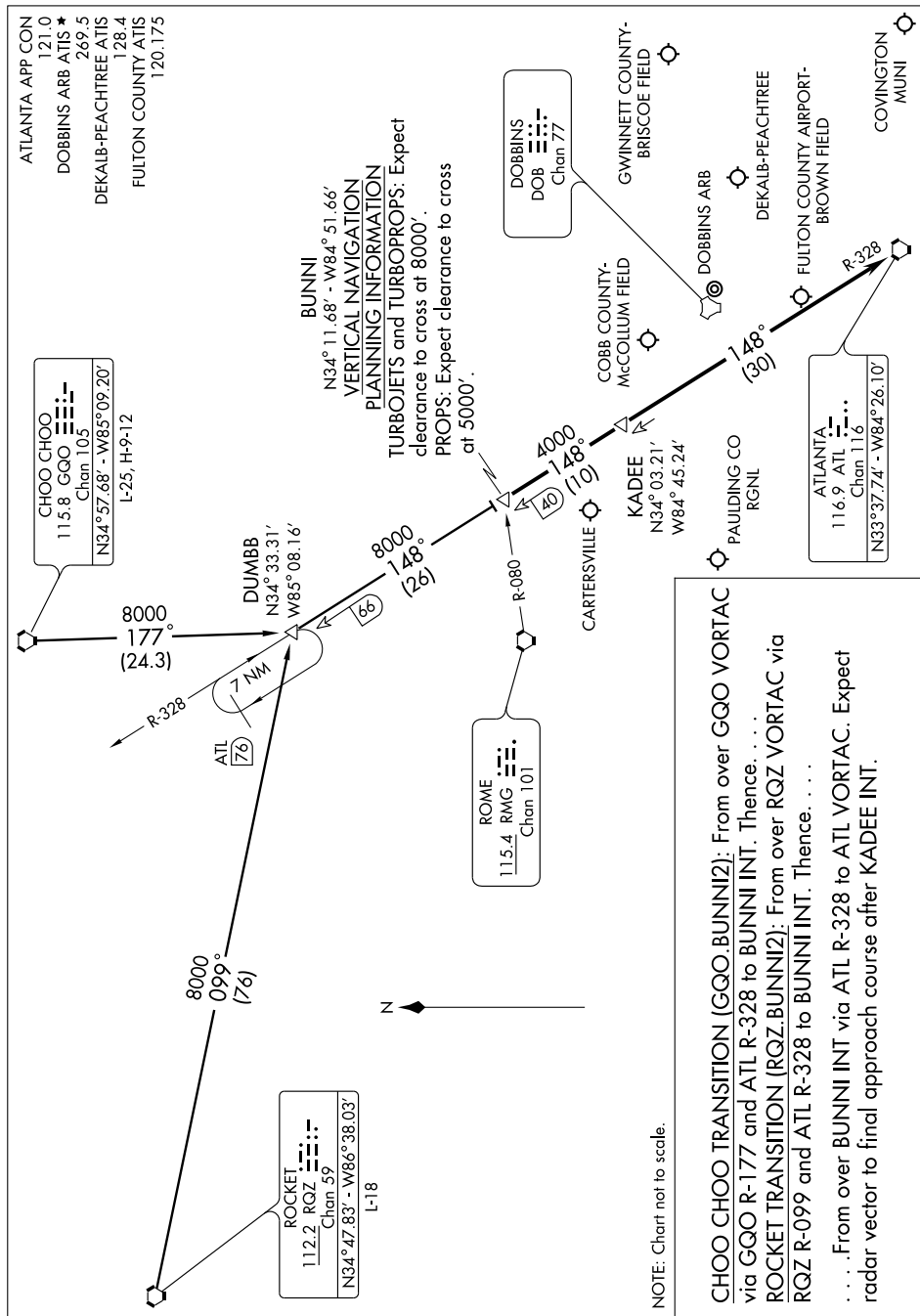
VOLUNTEER TRANSITION (VXV.AWSON1): From over VXV VORTAC via VXV R-173 and ATL R-024 to AWSON INT. Thence. . . .

. . . .From over AWSON INT via ATL R-024 to DLUTH INT. Expect radar vectors to final approach course after DEHAN INT.

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010



(DIFFI.DIFFI1) 10210

# DIFFI ONE ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA

ATLANTA APP CON  
119.8  
FULTON COUNTY ATIS  
120.175  
DEKALB-PEACHTREE ATIS  
128.4  
DOBBINS ARB ATIS \*  
269.5

ROME  
115.4 RMG  
Chan 101

CARTERSVILLE

CHEROKEE COUNTY

LEE GILMER  
MEMORIAL

COBB COUNTY-  
McCOLUM FIELD

DOBBINS  
DOB  
Chan 77

GWINNETT COUNTY-  
BRISCOE FIELD

PAULDING CO  
RGNL

DOBBINS  
ARB

DEKALB-  
PEACHTREE

DIFFI  
N33°48.86'  
W85°04.10'

TIINI  
N33°41.90'-W85°03.08'

## VERTICAL NAVIGATION PLANNING INFORMATION

Expect clearance to cross at 5000.

TEMPO  
N33°36.68'  
W85°02.32'

NANNC  
N33°23.32'  
W85°06.32'

NOTE: DME required from LGC VORTAC to TEMPO INT.  
NOTE: This procedure applicable to turboprop and  
turbojet aircraft operating at or above 7000.

BUUZZ

N33°16.66'-W85°08.30'

## VERTICAL NAVIGATION PLANNING INFORMATION

Turbojets expect clearance to cross at 11000.  
Turboprops expect clearance to cross BUUZZ at 7000.

LAGRANGE  
115.6 LGC  
Chan 103  
N33°02.95' - W85°12.37'  
L-18, H-9-12

## ARRIVAL ROUTE DESCRIPTION

From LGC VORTAC via R-013 to  
TEMPO INT, then via RMG VORTAC  
R-172 to DIFFI INT. Expect radar vectors.

NOTE: Chart not to scale.

# DIFFI ONE ARRIVAL

(DIFFI.DIFFI1) 10210

ATLANTA, GEORGIA

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-PUJ <b><u>109.15</u></b> Chan <b>28Y</b>	APP CRS <b>311°</b>	Rwy Idg <b>5505</b> TDZE <b>1283</b> Apt Elev <b>1289</b>
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ILS or LOC/DME RWY 31  
DALLAS/PAULDING COUNTY RGNL (PUJ)

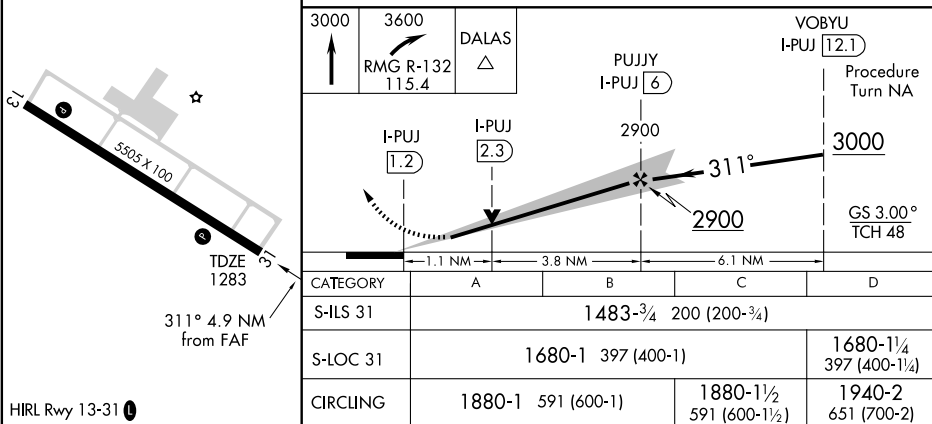
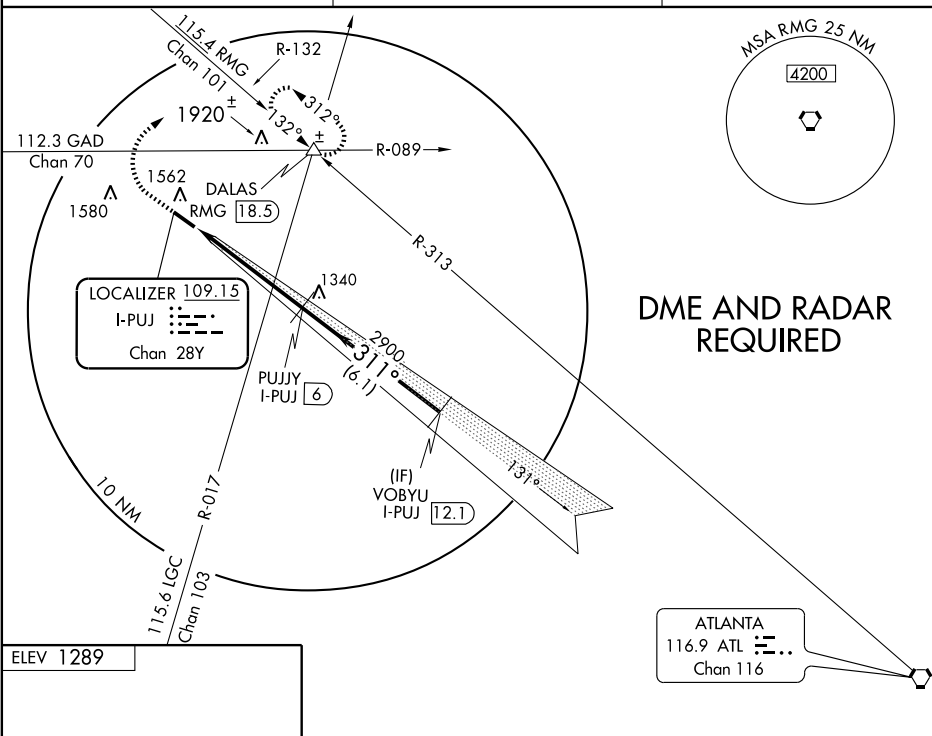
**NA** When local diameter setting not received, use Centersville diameter setting and increase all DA/MDAs 120 feet and increase S-ILS visibility all Cats. ¼ mile, increase S-LOC visibility Cat. C and D ½ mile, and Circling Cat. C and D visibility ½ mile.

**MISSED APPROACH:** Climb to 3000 then climbing right turn to 3600 via RMG VORTAC R-132 to DALAS INT/RMG 18.5 DME and hold.

AWOS-3  
126,225

ATLANTA APP CON  
121.0 268.7

UNICOM  
123.075 (CTAF) **L**



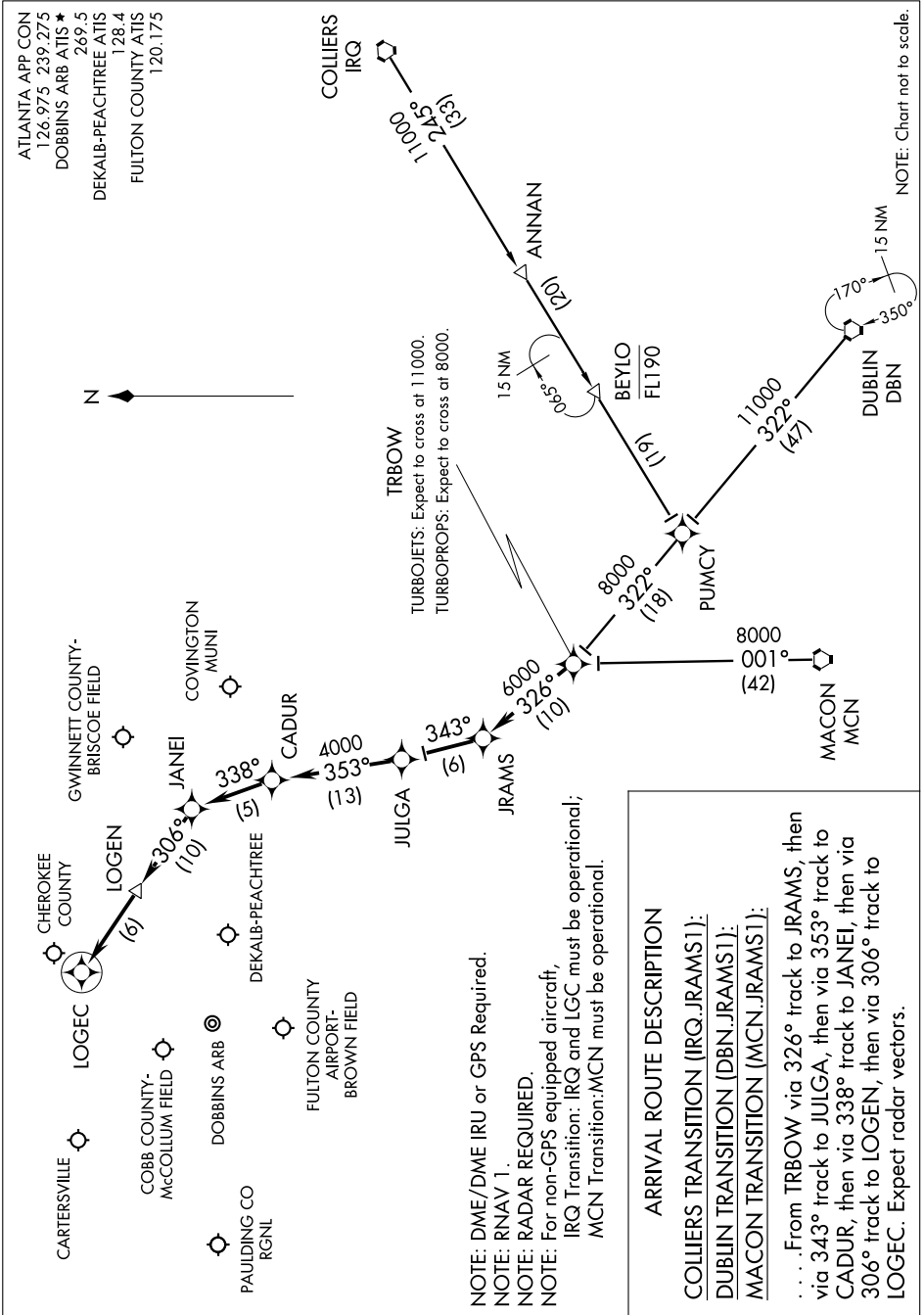
DALLAS, GEORGIA  
Orig 09351

33°55'N-84°57'W

DALLAS/PAULDING COUNTY RGNL (PUJ)  
ILS or LOC/DME RWY 31

SE-4. 26 AUG 2010 to 23 SEP 2010

**SE-4, 26 AUG 2010 to 23 SEP 2010**



ATLANTA APP CON

119.8

FULTON COUNTY ATIS

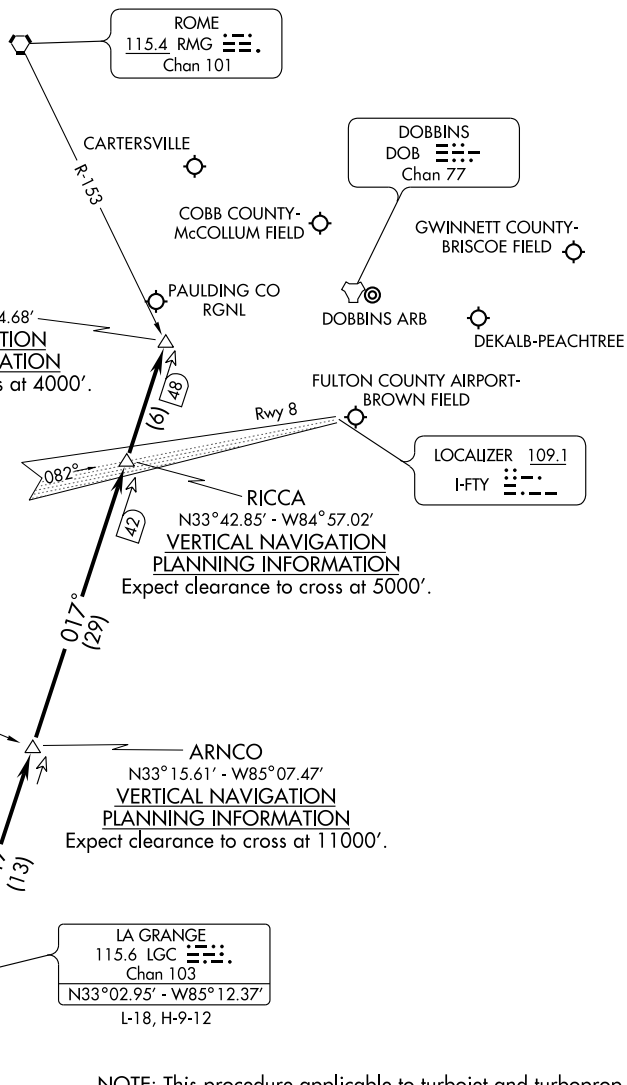
120.175

DEKALB-PEACHTREE ATIS

128.4

DOBBINS ARB ATIS \*

269.5



NOTE: Chart not to scale.

From over LGC VORTAC via the LGC R-017 to MIKEE INT. Expect radar vectors to final approach course after MIKEE INT.

APP CRS <b>041°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>1289</b>
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RNAV (GPS)-A

DALLAS/PAULDING COUNTY RGNL (PUJ)

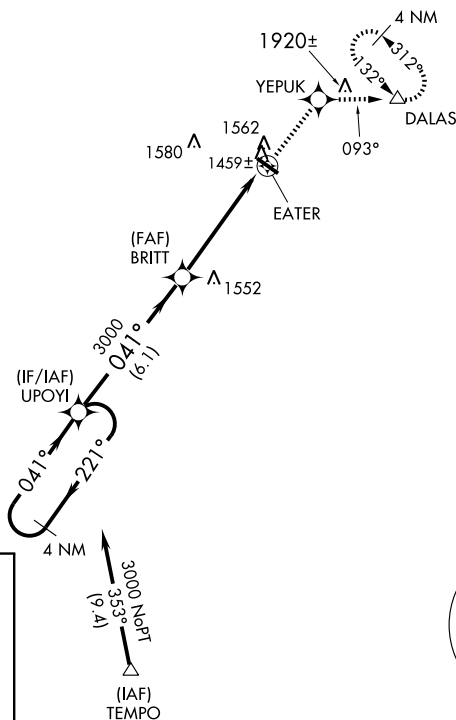
**▼**  
**▲** NA DME/DME RNP-0.3 NA. When local altimeter setting not received, use Cartersville altimeter setting and increase all MDA 120 feet, increase Cat. C and D visibility ½ mile.

MISSED APPROACH: Climb to 3000 direct YEPUK and via 093° track to DALAS and hold.

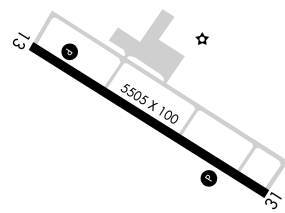
AWOS-3  
**126.225**

ATLANTA APP CON  
**121.0 268.7**

UNICOM  
**123.075 (CTAF) 0**



ELEV 1289



HIRL Rwy 13-31 0

3000 ↑	YEPUK ✱	093° TRK	DALAS △	BRITT	UPOYI	4 NM Holding Pattern
EATER	3000	041°	221°	3000	041°	3000
5 NM	6.1 NM					
CATEGORY	A	B	C	D		
CIRCLING	1880-1	591 (600-1)	1880-1½ 591 (600-1½)	1940-2 651 (700-2)		

DALLAS, GEORGIA  
Orig 09351

33° 55'N-84° 57'W DALLAS/PAULDING COUNTY RGNL (PUJ)

RNAV (GPS)-A

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010



APP CRS	Rwy Idg	<b>5505</b>
<b>131°</b>	TDZE	<b>1289</b>
	Apt Elev	<b>1289</b>

**RNAV (GPS) RWY 13**

DALLAS/PAULDING COUNTY RGNL (PUJ)

**▼** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Cartersville altimeter setting and increase all MDA 120 feet. Increase LNAV Cat. C and D visibility ¼ mile, Circling Cat. C and D visibility ½ mile.

**▲** NA

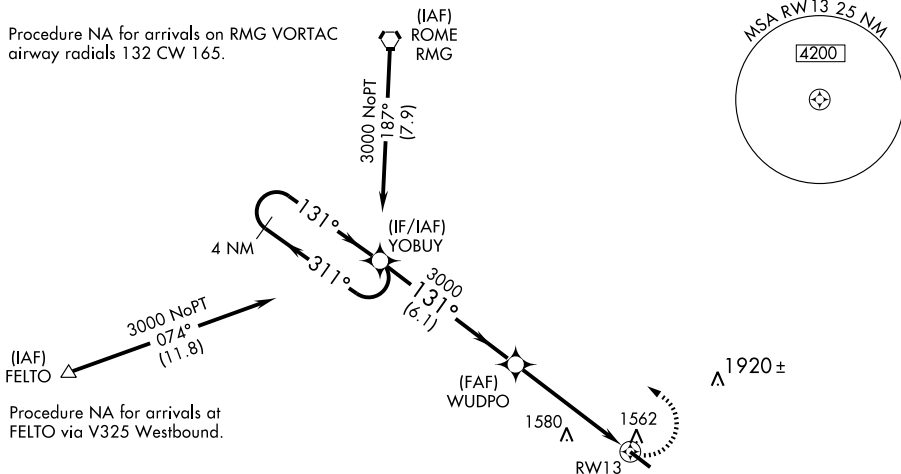
**MISSED APPROACH:** Climbing left turn to 3000 direct YOBUY and hold.

AWOS-3  
**126.225**

ATLANTA APP CON  
**121.0 268.7**

UNICOM  
**123.075 (CTAF) ①**

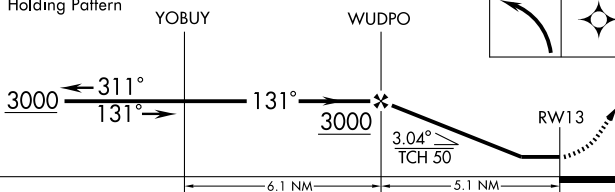
Procedure NA for arrivals on RMG VORTAC  
airway radials 132 CW 165.



Procedure NA for arrivals at  
FELTO via V325 Westbound.

ELEV 1289

4 NM  
Holding Pattern



CATEGORY	A	B	C	D
LNAV MDA	1820-1 531 (600-1)	1820-1½ 531 (600-1½)	1820-1¾ 531 (600-1¾)	
CIRCLING	1880-1 591 (600-1)	1880-1½ 651 (700-2)	1940-2 651 (700-2)	

HIRL Rwy 13-31 ①





## CUTHBERT

**LOWER CHATTAHOOCHEE RGNL** (25J) 4 SW UTC-5(-4DT) N31°42.11' W84°49.62'

JACKSONVILLE

457 B NOTAM FILE MCN

L-18J

**RWY 18-36:** H3000X60 (ASPH) S-16 MIRL

**RWY 18:** Trees. **RWY 36:** Trees.

**AIRPORT REMARKS:** Unattended. Deer frequently on and in/ovf arpt. Rwy 18-36 has excessive cracking and deterioration. MIRL Rwy 18-36—CTAF.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ANB.

**EUFAULA (L) VORTAC** 109.2 EUF Chan 29 N31°57.02' W85°07.83' 132° 21.5 NM to fld. 280/02E.

## DAHLONEGA

**LUMPKIN CO-WIMPYS** (9A0) 3 NW UTC-5(-4DT) N34°34.99' W84°01.20'

ATLANTA

1311 FUEL 100LL NOTAM FILE MCN

L-18J

**RWY 15-33:** H3090X50 (ASPH) S-12 LIRL (NSTD)

**RWY 15:** Thld dsplcd 754'. Trees. **RWY 33:** Thld dsplcd 695'. Trees.

**AIRPORT REMARKS:** Unattended. Arpt CLOSED to acft at ngt, daytime use only. 24 hr self serve fuel with credit card. Parachute Jumping. Rwy 15-33 NSTD LIRL the length of the rwy. No thld lgts.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCN.

**HARRIS (L) VORTACW** 109.8 HRS Chan 35 N34°56.58' W83°54.94' 193° 22.2 NM to fld. 3660/00E. HIWAS.

## DALLAS

**PAULDING CO RGNL** (PUJ) 6 W UTC-5(-4DT) N33°54.72' W84°56.44'

ATLANTA

1289 FUEL 100LL, JET A NOTAM FILE MCN

H-9A, L-181, A

**RWY 13-31:** H5505X100 (CONC-GRVD) S-50, D-90 HIRL

IAP

**RWY 13:** REIL. PAPI(P4L)—GA 3.0° TCH 50'.

**RWY 31:** REIL. PAPI(P4L)—GA 3.0° TCH 49'.

**AIRPORT REMARKS:** Attended continuously. HIRL Rwy 13-31 preset on low inst and PAPI Rwy 13 and Rwy 31 opr dusk-0300Z‡ to increase ints HIRL Rwy 13-31 ACTIVATE—CTAF. After 0300Z‡ ACTIVATE HIRL Rwy 13-31 and PAPI Rwy 13 and Rwy 31—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 126.225 (770) 445-3870.

**COMMUNICATIONS:** CTAF/UNICOM 123.075

**ATLANTA APP/DEP CON** 121.0

**RADIO AIDS TO NAVIGATION:** NOTAM FILE RMG.

**ROME (H) VORTACW** 115.4 RMG Chan 101 N34°09.75' W85°07.17' 148°17.5 NM to fld. 1150/01E. HIWAS.

**ILS/DME** 109.15 I-PUJ Chan 28Y Rwy 31. GS unusable byd 5° left of course.

**DALTON MUNI** (DNN) 6 SE UTC-5(-4DT) N34°43.38' W84°52.21'

ATLANTA

709 B FUEL 100LL, JET A1+ TPA-1509(800) NOTAM FILE DNN

H-9A, 12F, L-25A

**RWY 14-32:** H5495X98 (ASPH) S-30, D-42, 2D-80 HIRL 0.3% up NW

IAP

**RWY 14:** MALSR. PAPI(P4L)—GA 3.5° TCH 34'. Trees.

**RWY 32:** PAPI(P4L)—GA 3.5° TCH 37'. Trees.

**AIRPORT REMARKS:** Attended 1300-2200Z‡. Other hours by req, CLOSED major holidays. Rwy 14 PAPI and ILS glidepath not coincident. Rwy 32 PAPI unusable byd 5° right of rwy centerline. MALSR Rwy 14 opr dusk-dawn when the visibility is less than 3 miles and/or the ceiling is less than 1000' other times—CTAF. ACTIVATE HIRL Rwy 14-32 opr dusk-dawn, ACTIVATE HIRL daytime and MALSR Rwy 14—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 127.65 (706) 278-7010.

**COMMUNICATIONS:** CTAF/UNICOM 122.975

Ⓡ **CHATTAHOOGA APP/DEP CON** 125.1 (1100-0450Z‡) **CLNC DEL** 120.25 (1100-0450Z‡)

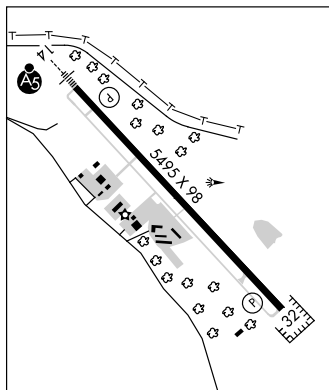
**ATLANTA CENTER APP/DEP CON** 133.8 (0450-1100Z‡)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CHA.

**CHOO CHOO (H) VORTAC** 115.8 GQO Chan 105 N34°57.68' W85°09.20' 135° 20.0 NM to fld. 1030/01E. HIWAS.

**WHITFIELD NDB (MHW)** 400 UWI N34°47.37' W84°56.76' 140° 5.5 NM to fld. NOTAM FILE DNN. Unmonitored.

**ILS** 110.9 I-DNN Rwy 14.





WAAS CH <b>65801</b> <b>W14A</b>	APP CRS <b>140°</b>	Rwy Idg <b>5495</b> TDZE <b>709</b> Apt Elev <b>709</b>
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RNAV (GPS) RWY 14  
DALTON MUNI(DNN)

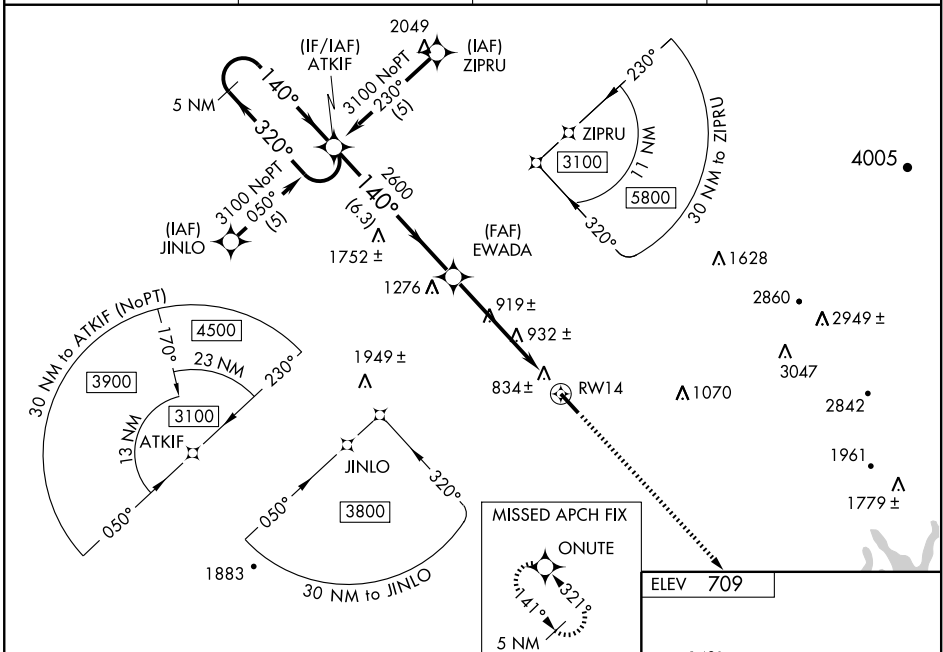
**▼** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP and Baro-VNAV NA when using Lovell Field, Chattanooga, TN altimeter setting. When local altimeter setting not received, use Lovell Field, Chattanooga, TN altimeter setting and increase all DA 62 feet and all MDA 80 feet, increase visibility LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C/D and Circling Cat C ¼ mile. Inoperative table does not apply.

MALSR



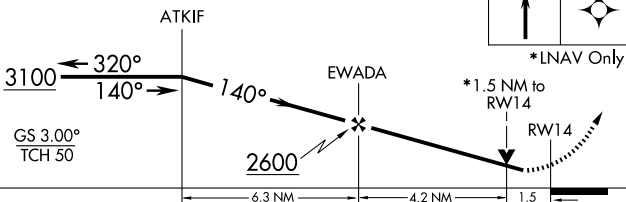
**MISSED APPROACH:**  
Climb to 4200 direct  
ONUTE and hold.

AWOS-3 127.65	CHATTANOOGA APP CON 125.1 379.1	CLNC DEL 120.25	UNICOM 122.975 (CTAF) 0
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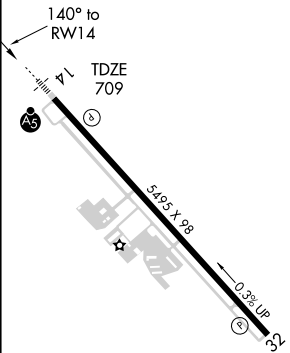


5 NM  
Holding Pattern

VGSI and RNAV descent angles not coincident.



CATEGORY	A	B	C	D
LPV DA		1101-1 ¼	392 (400-1¼)	
LNAV/ VNAV DA		1138-1 ½	429 (500-1½)	
LNAV MDA	1240-1	531 (600-1)	1240-1 ½ 531 (600-1½)	1240-1 ¾ 531 (600-1¾)
CIRCLING	1240-1	531 (600-1)	1240-1 ½ 531 (600-1½)	1260-2 551 (600-2)

HIRL Rwy 14-32 **L**

APP CRS <b>321°</b>	Rwy Idg TDZE <b>705</b>	<b>5495</b>
	App Elev <b>709</b>	

# RNAV (GPS) RWY 32

DALTON MUNI (DNN)

**▼** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lovell Field, Chattanooga, TN altimeter setting and increase all MDA 80 feet and LNAV Cat C and D, and Circling Cat C visibility ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3100 direct ATKIF and hold.

AWOS-3  
**127.65**

CHATTANOOGA APP CON  
**125.1 379.1**

CLNC DEL  
**120.25**

UNICOM  
**122.975 (CTAF) ①**



4151 •

4005 •

• 3700

△ 1752 ±

1276 △

△ 1949 ±

1628 △

2860

2949 ± △

△ 1070

3047

1961

△ 1779 ±

• 1883

RW32

929 ±

(FAF) HIXOT

(IF/IAF) ONUTE

2600

4200 NoPT

4200 NoPT

4200 NoPT

4200 NoPT

4200 NoPT

4200 NoPT

4200 NoPT

4200 NoPT

4200 NoPT

4200 NoPT

4200 NoPT

4200 NoPT

4200 NoPT

4200 NoPT

4200 NoPT

4200 NoPT

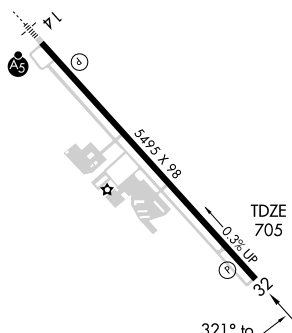
4200 NoPT

4200 NoPT

4200 NoPT

4200 NoPT

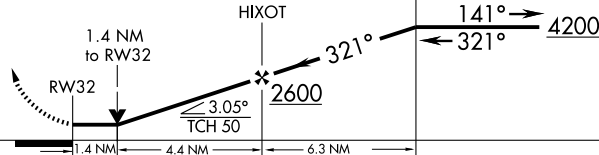
ELEV 709



3100  
↑  
ATKIF

VGSI and descent angles not coincident.

5 NM Holding Pattern



CATEGORY	A	B	C	D
LNAV MDA	1180-1	475 (500-1)	1180-1¼ 475 (500-1¼)	1180-1½ 475 (500-1½)
CIRCLING	1240-1	531 (600-1)	1240-1½ 531 (600-1½)	1260-2 551 (600-2)

**DANIEL FLD** (See AUGUSTA)

**DAVIS FLD** (See FOLKSTON)

**DAWSON MUNI** (16J) 2 SE UTC-5(-4DT) N31°44.60' W84°25.16'

333 B S2 **FUEL** 100LL NOTAM FILE MCN

**RWY 13-31:** H4510X75 (ASPH) S-16 MIRL 1.0% up NW

**RWY 13:** PAPI(P2L)—GA 3.0° TCH 28'.

**RWY 31:** PAPI(P2L)—GA 3.0° TCH 22'. Road.

**AIRPORT REMARKS:** Attended Mon-Sat 1300-2200Z†, Sun 1800-2200Z†. Deer on and in/ovf arpt. MIRL Rwy 13-31 preset med ints dusk-0300Z†, after 0300Z† ACTIVATE—CTAF. ACTIVATE PAPI Rwy 13 and Rwy 31—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**JAX CENTER APP/DEP CON** 125.75

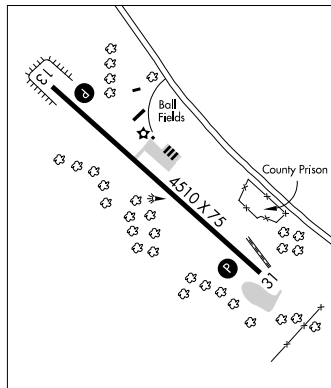
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ABY.

**PECAN (H) VORTACW** 116.1 PZD Chan 108 N31°39.31' W84°17.59' 311° 8.3 NM to fld. 280/02W. **HIWAS.**

**JACKSONVILLE**

**L-18J**

**IAP**



**DECATUR CO INDUSTRIAL AIRPARK** (See BAINBRIDGE)


**DEKALB-PEACHTREE** (See ATLANTA)

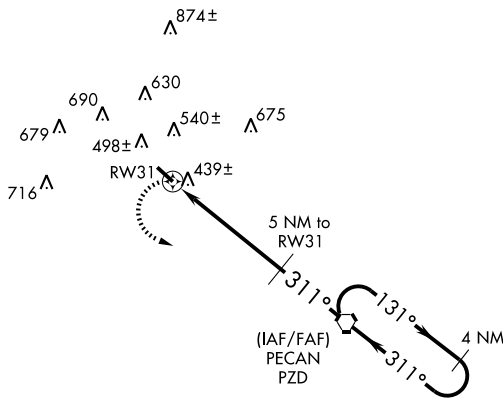


APP CRS	Rwy Idg	<b>4510</b>
<b>311°</b>	TDZE	<b>321</b>
	Apt Elev	<b>333</b>

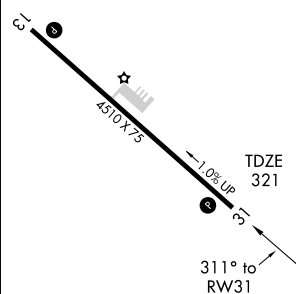
# GPS RWY 31

DAWSON MUNI (16J)

 NA Use Albany altimeter setting.	MISSED APPROACH: Climbing left turn to 2900 direct PZD VORTAC and hold.
JACKSONVILLE CENTER <b>125.75 226.8</b>	UNICOM <b>122.8 (CTAF) 0</b>



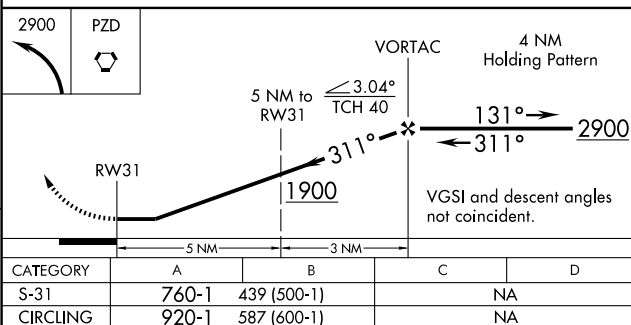
ELEV 333



MRL Rwy 13-31 0

DAWSON, GEORGIA

Orig-A 09239



DAWSON MUNI (16J)

GPS RWY 31

31° 45'N-84° 25'W

VORTAC PZD <b>116.1</b> Chan <b>108</b>	APP CRS <b>311°</b>	Rwy Idg TDZE Apt Elev	<b>4510</b> <b>321</b> <b>333</b>
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# VOR/DME RWY 31

DAWSON MUNI (16J)



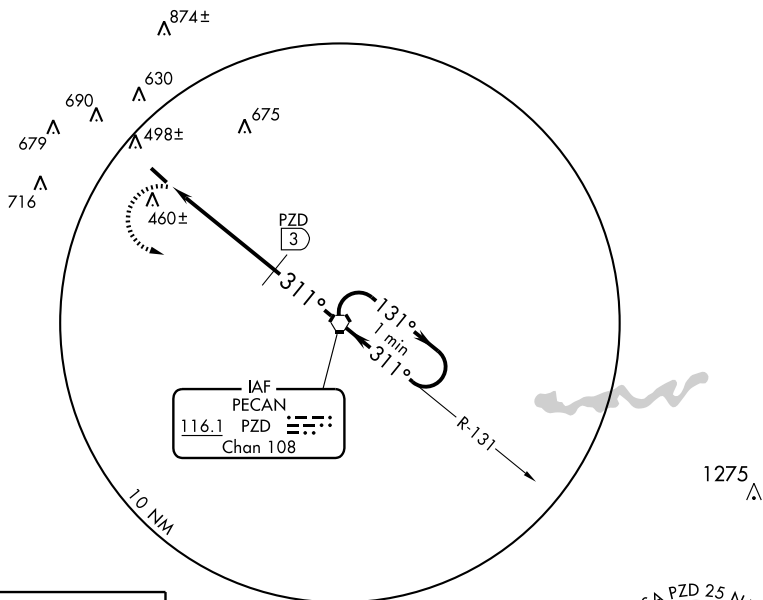
NA

Use Albany altimeter setting.

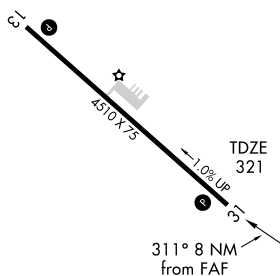
MISSED APPROACH: Climbing left turn to 2900 direct PZD VORTAC and hold.

JACKSONVILLE CENTER  
**125.75 226.8**

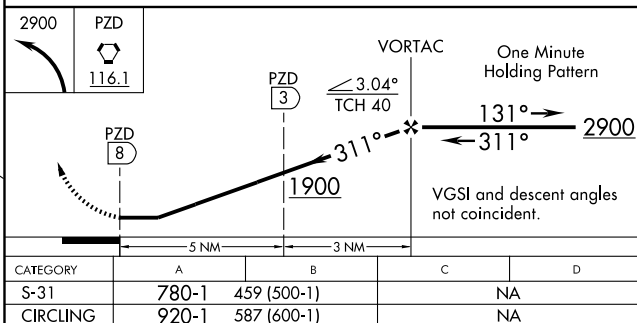
UNICOM  
**122.8 (CTAF) 0**



ELEV 333



MIRL Rwy 13-31 0



**DONALSONVILLE MUNI** (17J) 1 S UTC-5(-4DT) N31°00.42' W84°52.66'

JACKSONVILLE  
H-9A, L-21D, 221  
IAP

148 B FUEL 100LL NOTAM FILE MCN

RWY 18-36: H5182X100 (ASPH) S-20 MIRL 0.3% up N

RWY 18: PAPI(P2L)—GA 3.0° TCH 40'. Trees.

RWY 36: PAPI(P2L)—GA 3.0° TCH 40'. Brush.

**AIRPORT REMARKS:** Unattended. MIRL Rwy 18-36 and PAPI Rwy 18 and Rwy 36 opr continuously from dusk-0400Z†, after 0400Z†—CTAF.

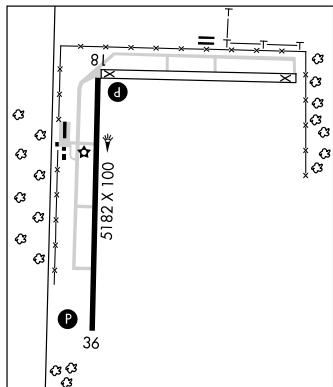
**COMMUNICATIONS:** CTAF 122.9

Ⓡ CAIRNS APP/DEP CON 125.4 (Sun-Mon 1200-0500Z†, Tue-Sat 24 hrs), other times ctc

Ⓡ JACKSONVILLE CENTER APP/DEP CON 134.3

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MAI.

MARIANNA (L) VORTAC 114.0 MAI Chan 87 N30°47.17' W85°07.47' 044° 18.4 NM to fld. 120/00E.



**DOUGLAS MUNI** (DQH) 2 S UTC-5(-4DT) N31°28.60' W82°51.63'

JACKSONVILLE  
H-9B, 12F, L-24H  
IAP

257 B S3 FUEL 100LL, JET A1+ NOTAM FILE MCN

RWY 04-22: H6000X100 (ASPH) S-26 MIRL

RWY 04: MALSR. PAPI(P2L)—GA 3.0° TCH 26'. Trees.

RWY 22: PAPI(P2L)—GA 2.5° TCH 31'. Trees.

**AIRPORT REMARKS:** Attended 1300-2300Z†. ACTIVATE MIRL Rwy 04-22, PAPI Rwy 04 and Rwy 22 and MALSR Rwy 04—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.075 (912) 383-7258

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ JAX CENTER APP/DEP CON 132.3

GCO 121.725 (FLIGHT SERVICES)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AMG.

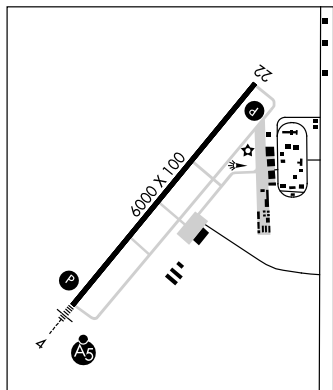
ALMA (H) VORTAC 115.1 AMG Chan 98 N31°32.19'

W82°30.49' 259° 18.4 NM to fld. 200/00E. HIWAS.

COFFEE CO NDB (MHW) 390 OWC N31°24.29' W82°55.43'

040° 5.4 NM to fld. NOTAM FILE MCN. NDB unmonitored 2300-1300Z†.

ILS 108.7 I-DQH Rwy 04. Class IA.



**DR. CP SAVAGE SR.** (See MONTEZUMA)

APP CRS <b>185°</b>	Rwy Idg <b>5182</b>
	TDZE <b>147</b>
	Apt Elev <b>147</b>

**RNAV (GPS) RWY 18**

DONALSONVILLE MUNI (17J)

▼ ▲ NA	Use Marianna Muni altimeter setting. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2500 direct FAPEX WP and hold.
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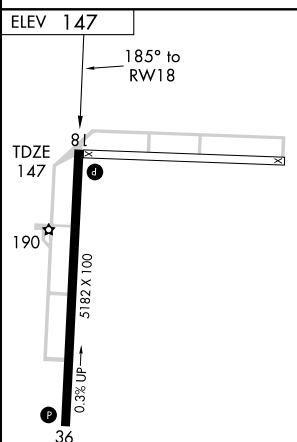
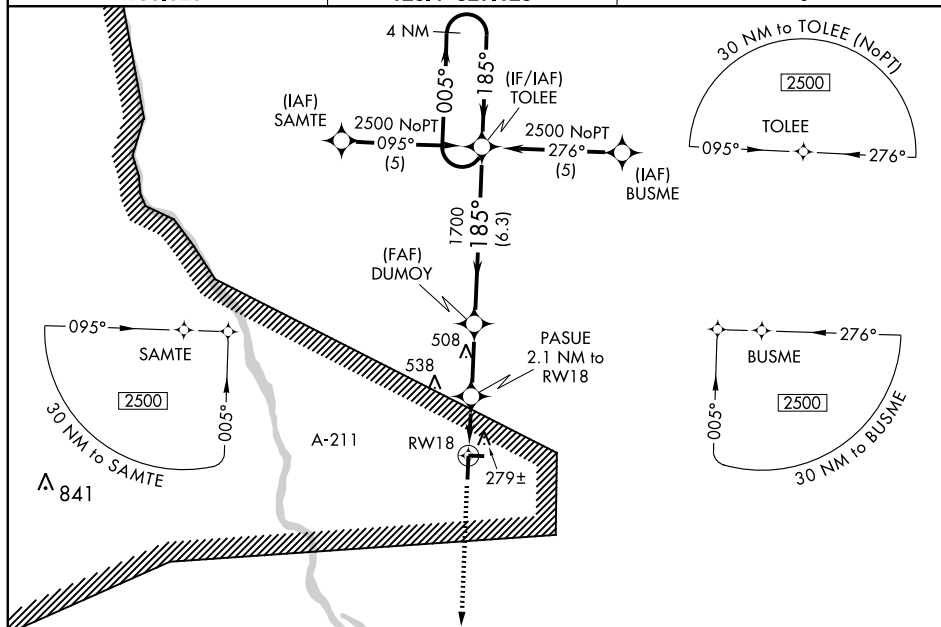
MARIANNA ASOS

**133,525**

CAIRNS APP CON ★

**125.4 327.125**

CTAF

**122.9 0**

MIRL Rwy 18-36 0

CATEGORY	A		B		C		D	
	580-1		433 (500-1)		580-1¼		580-1½	
LNNAV MDA	580-1		433 (500-1)		433 (500-1¼)		433 (500-1½)	
CIRCLING	660-1		513 (600-1)		660-1½		700-2	
	660-1		513 (600-1)		513 (600-1½)		553 (600-2)	

DONALSONVILLE, GEORGIA

Orig 09239

31° 00'N - 84° 53'W

DONALSONVILLE MUNI (17J)

**RNAV (GPS) RWY 18**

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010

APP CRS **005°**  
 Rwy Idg **5182**  
 TDZE **141**  
 Apt Elev **147**

# RNAV (GPS) RWY 36

DONALSONVILLE MUNI (17J)

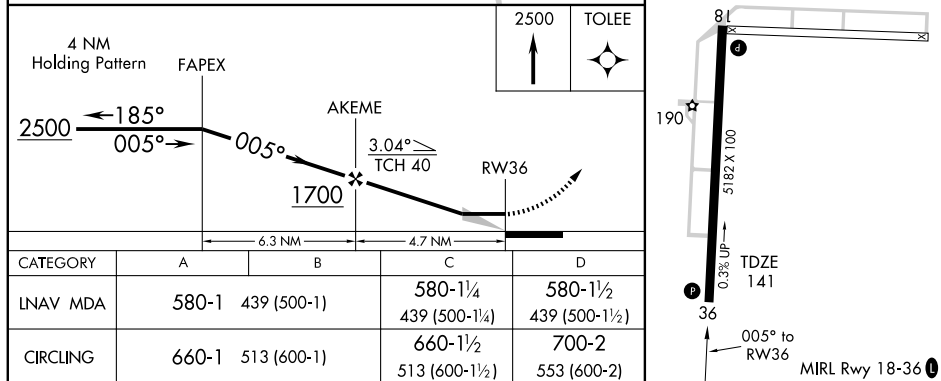
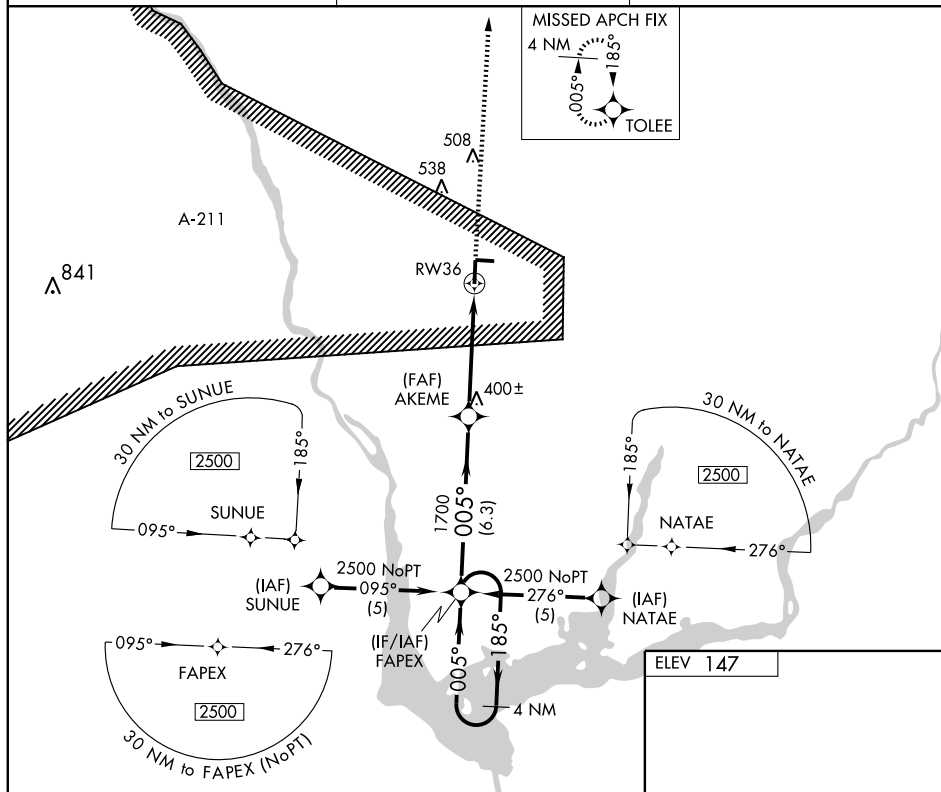
▼ Use Marianna Muni altimeter setting.  
 ▲ NA GPS or RNP-0.3 Required.  
 DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500  
 direct TOLEE WP and hold.

MARIANNA ASOS  
**133.525**

CAIRNS APP CON ★  
**125.4 327.125**

CTAF  
**122.90**



VORTAC MAI <b>114.0</b> Chan <b>87</b>	APP CRS <b>044°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>147</b>
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**VOR/DME-A**  
DONALSONVILLE MUNI (17J)

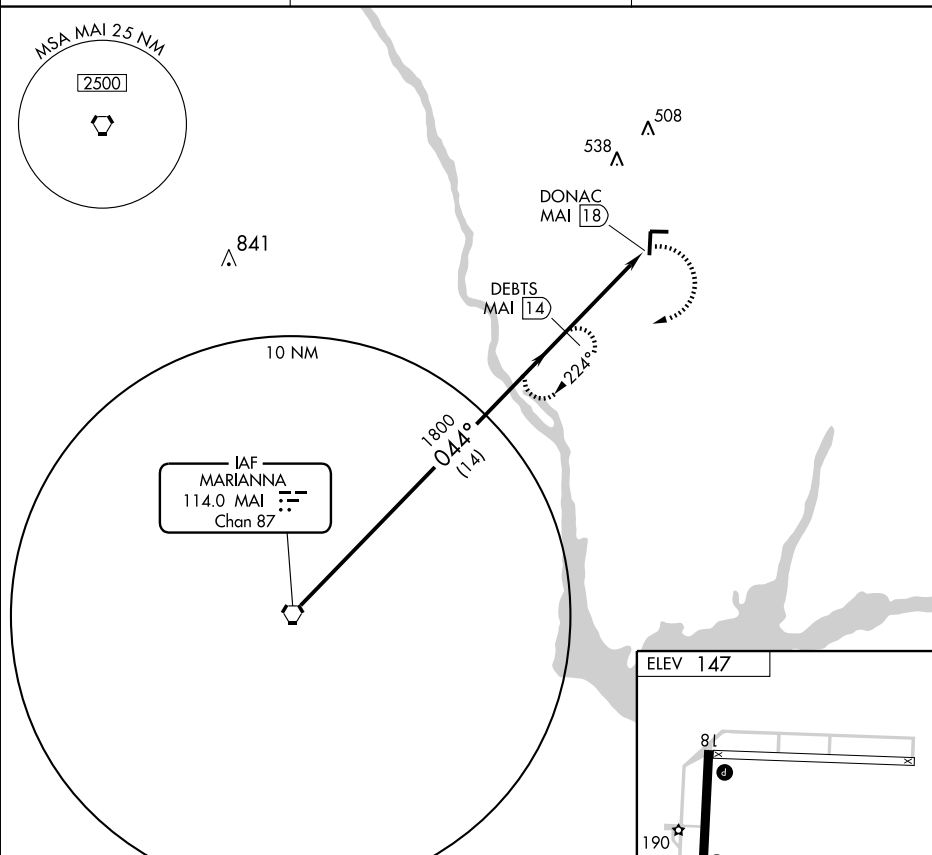
**V** Use Marianna, FL altimeter setting.  
**A** NA

MISSED APPROACH: Climbing right turn to 1800  
via MAI R-044 to DEBTS 14 DME and hold.

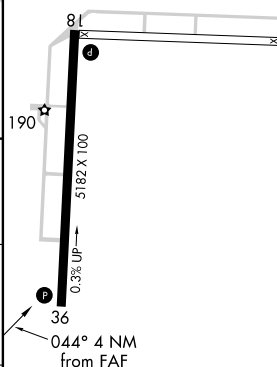
MARIANNA ASOS  
**133.525**

CAIRNS APP CON ★  
**125.4 327.125**

CTAF  
**122.9**



ELEV 147



VORTAC

2000  
Procedure  
Turn  
NA

DEBTS  
MAI 14

1800

MAI R-044  
114.0

DEBTS  
MAI 14

DONAC  
MAI 18

14 NM

4 NM

CATEGORY	A	B	C	D
CIRCLING	1060-1¼ 913 (1000-1¼)		1060-2¾ 913 (1000-2¾)	1060-3 913 (1000-3)

MIRL Rwy 18-36

**DONALSONVILLE MUNI** (17J) 1 S UTC-5(-4DT) N31°00.42' W84°52.66'

148 B FUEL 100LL NOTAM FILE MCN

RWY 18-36: H5182X100 (ASPH) S-20 MIRL 0.3% up N

RWY 18: PAPI(P2L)—GA 3.0° TCH 40'. Trees.

RWY 36: PAPI(P2L)—GA 3.0° TCH 40'. Brush.

**AIRPORT REMARKS:** Unattended. MIRL Rwy 18-36 and PAPI Rwy 18 and Rwy 36 opr continuously from dusk-0400Z†, after 0400Z†—CTAF.

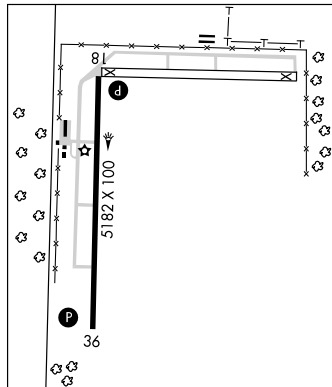
**COMMUNICATIONS:** CTAF 122.9

Ⓡ CAIRNS APP/DEP CON 125.4 (Sun-Mon 1200-0500Z†, Tue-Sat 24 hrs), other times ctc

Ⓡ JACKSONVILLE CENTER APP/DEP CON 134.3

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MAI.

MARIANNA (L) VORTAC 114.0 MAI Chan 87 N30°47.17' W85°07.47' 044° 18.4 NM to fld. 120/00E.



JACKSONVILLE  
H-9A, L-21D, 221  
IAP

**DOUGLAS MUNI** (DQH) 2 S UTC-5(-4DT) N31°28.60' W82°51.63'

257 B S3 FUEL 100LL, JET A1+ NOTAM FILE MCN

RWY 04-22: H6000X100 (ASPH) S-26 MIRL

RWY 04: MALSR. PAPI(P2L)—GA 3.0° TCH 26'. Trees.

RWY 22: PAPI(P2L)—GA 2.5° TCH 31'. Trees.

**AIRPORT REMARKS:** Attended 1300-2300Z†. ACTIVATE MIRL Rwy 04-22, PAPI Rwy 04 and Rwy 22 and MALSR Rwy 04—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.075 (912) 383-7258**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ JAX CENTER APP/DEP CON 132.3

GCO 121.725 (FLIGHT SERVICES)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AMG.

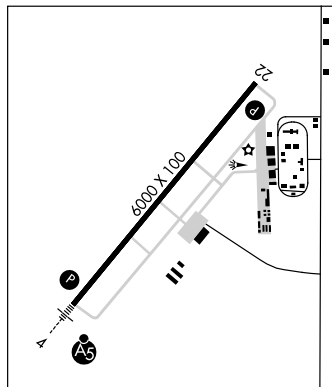
ALMA (H) VORTAC 115.1 AMG Chan 98 N31°32.19'

W82°30.49' 259° 18.4 NM to fld. 200/00E. HIWAS.

COFFEE CO NDB (MHW) 390 OWC N31°24.29' W82°55.43'

040° 5.4 NM to fld. NOTAM FILE MCN. NDB unmonitored  
2300-1300Z†.

ILS 108.7 I-DQH Rwy 04. Class IA.



JACKSONVILLE  
H-9B, 12F, L-24H  
IAP

LOC I-DQH <b>108.7</b>	APP CRS <b>040°</b>	Rwy Idg TDZE Apt Elev	<b>6000</b> <b>253</b> <b>257</b>
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# ILS or LOC RWY 4

## DOUGLAS MUNI (DQH)

**ADF Required.** When local altimeter setting not received, use Alma altimeter setting and increase all DA/MDAs 60 feet and increase visibility Circling Cat C ¼ mile. Inoperative table does not apply to S-LSL 4. For inoperative MALSRL increase S-LOC 4 Cats A/B/C visibility to 1 mile. For inoperative MALSRL, when using Alma altimeter setting increase S-LOC 4 Cats A/B/C visibility to 1 mile. Visibility reduction by helicopters NA.

MALSR



**MISSED APPROACH:**  
Climb to 900 then  
climbing right turn  
to 2000 direct OWC  
NDB and hold.

AWOS-3  
119.075

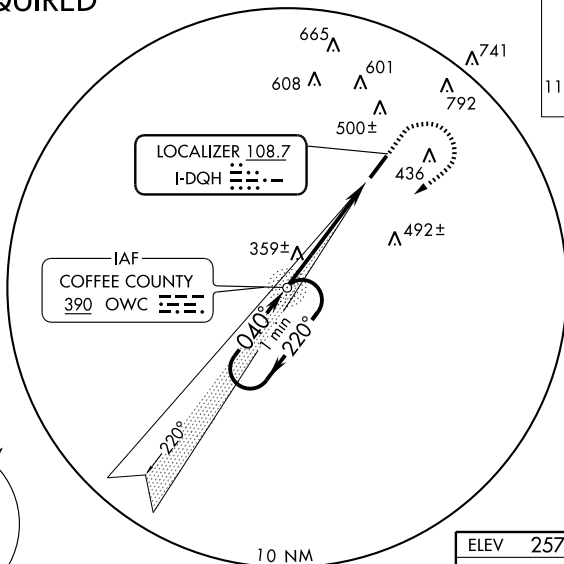
JACKSONVILLE CENTER  
132.3 290.4

GCO  
121.725

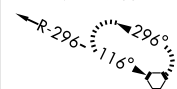
UNICOM  
122.8 (CTAF) **L**

## ADF REQUIRED


818

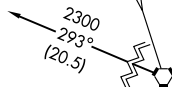


ALTERNATE MISSED APCH



WAYCROSS  
110.2 AYS ---  
Chan 39

WAYCROSS  
110.2 AYS  --  
Chan 39



ELEV 257

## One Minute Holding Pattern

NDB

1

900

2000

OWC

300

2000.5

---

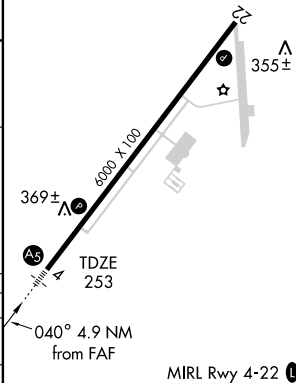
GS 3.00°

TCH 51

2000

4.9 NM  $\longrightarrow$

CATEGORY	A	B	C	D
S-ILS 4	503- $\frac{3}{4}$ 250 (300- $\frac{3}{4}$ )			
S-LOC 4	620- $\frac{3}{4}$ 367 (400- $\frac{3}{4}$ )			
CIRCLING	720-1	463 (500-1)	800-1 $\frac{1}{2}$ 543 (600-1 $\frac{1}{2}$ )	820-2 563 (600-2)

MIRL Rwy 4-22 **L**

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



APP CRS  
**040°**

Rwy Idg **6000**  
TDZE **253**  
Apt Elev **257**

# RNAV (GPS) RWY 4

DOUGLAS MUNI (DQH)

**▼** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Alma altimeter setting and increase all MDAS 60 feet, and increase LNAV Cats C and D and Circling Cat. C visibility ¼ mile. VDP NA when using Alma altimeter setting. Visibility reduction by helicopters NA. For inoperative MALS increase visibility LNAV Cat A and B to 1 mile.

MALS



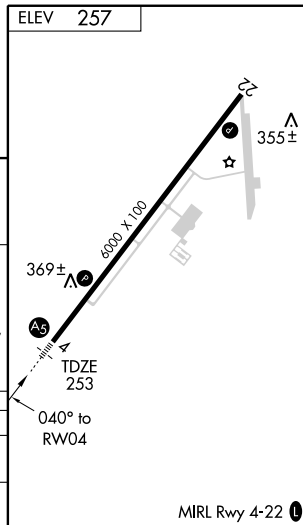
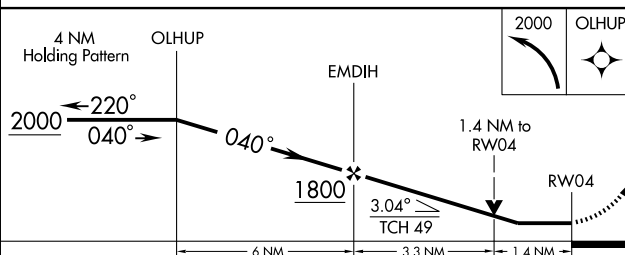
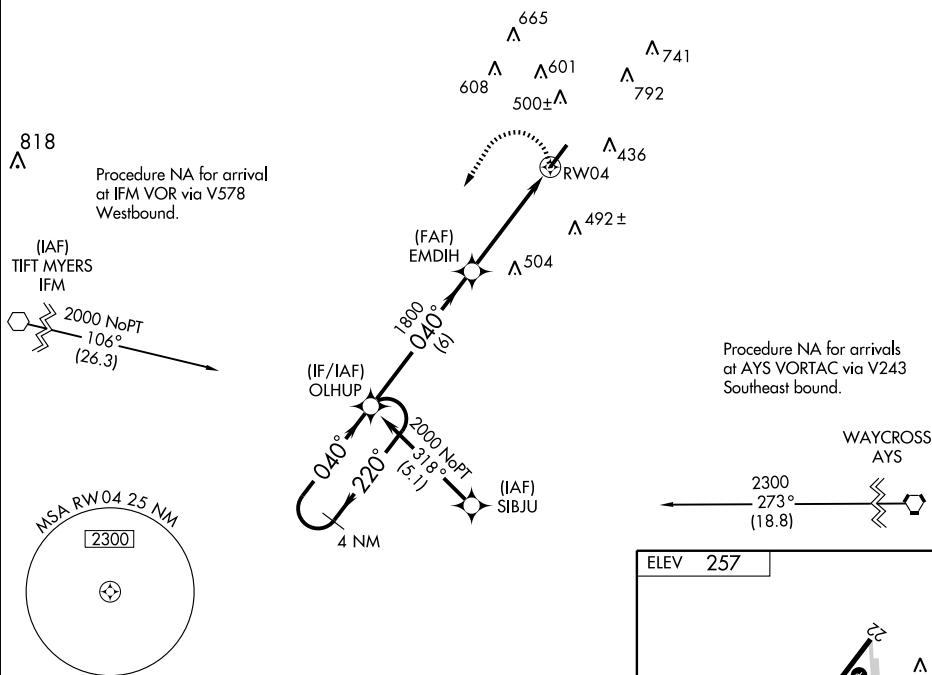
**MISSED APPROACH:** Climbing left turn to 2000 direct OLHUP and hold.

AWOS-3  
**119.075**

JACKSONVILLE CENTER  
**132.3 290.4**

GCO  
**121.725**

UNICOM  
**122.8 (CTAF) 1**



CATEGORY	A	B	C	D
LNAV MDA	740-3/4	487 (500-3/4)		740-1 487 (500-1)
CIRCLING	740-1	483 (500-1)	800-1 1/2 543 (600-1 1/2)	820-2 563 (600-2)

MIRL Rwy 4-22 1

APP CRS	Rwy Idg	<b>6000</b>
<b>220°</b>	TDZE	<b>257</b>
	Apt Elev	<b>257</b>

# RNAV (GPS) RWY 22

DOUGLAS MUNI (DQH)

**▼** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Alma altimeter setting and increase all MDAs 60 feet, and increase LNAV Cat D and Circling Cat C visibility ¼ mile. VDP NA when using Alma altimeter setting. Visibility reduction by helicopters NA.

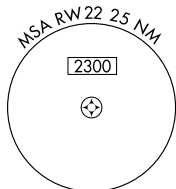
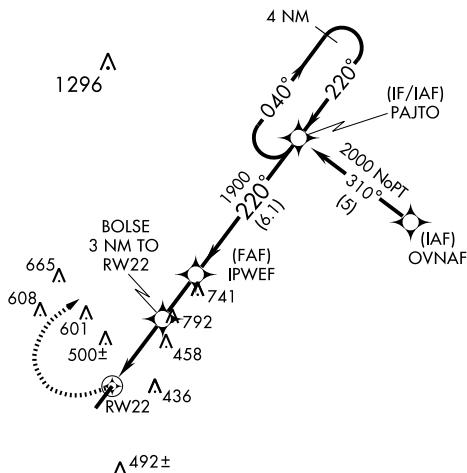
**MISSED APPROACH:** Climbing right turn to 2000 direct PAJTO and hold.

AWOS-3  
**119.075**

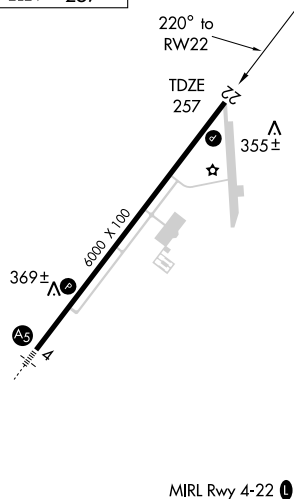
JACKSONVILLE CENTER  
**132.3 290.4**

GCO  
**121.725**

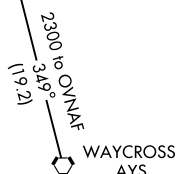
UNICOM  
**122.8 (CTAF)** **①**



ELEV **257**



Procedure NA for arrivals at  
AYS VORTAC via V243  
Southeast bound.



CATEGORY	A		B		C		D	
	1.8		1.2 NM		2 NM		6.1 NM	
LNAV MDA	760-1		503 (600-1)		760-1½		503 (600-1½)	
CIRCLING	760-1		503 (600-1)		800-1½		820-2	
					543 (600-1½)		563 (600-2)	

## DUBLIN

**W H 'BUD' BARRON** (DBN) 3 NW UTC-5(-4DT) N32°33.87' W82°59.12'

309 B S4 FUEL 100LL, JET A+ NOTAM FILE MCN

RWY 02-20: H6002X150 (ASPH) S-30, D-53 HIRL 0.3% up N

RWY 02: MALSR. PAPI(P2L)—GA 3.0°TCH 48'. Brush.

RWY 20: PAPI(P2L). Trees.

RWY 14-32: H5004X100 (ASPH) S-28, D-44

RWY 14: Tree.

RWY 32: Tree.

**AIRPORT REMARKS:** Attended Mon-Sat 1300-2300Z; Sun

1500-2300Z. Self svc fuel avbl 24 hrs with credit card. Deer on and invof arpt. ACTIVATE MALSR Rwy 02—CTAF. HIRL Rwy 02-20 opr continuously dusk-0300Z, after 0300Z ACTIVATE—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.425 (478) 277-9051. HIWAS 113.1 DBN.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

Ⓡ ATLANTA APP/DEP CON 124.2 (blo 7000') 119.6 (7000' and abv) (1115-0500Z)

ATLANTA CENTER APP/DEP CON 123.95 (0500-1115Z)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCN.

DUBLIN (L) VORTAC 113.1 DBN Chan 78 N32°33.81'

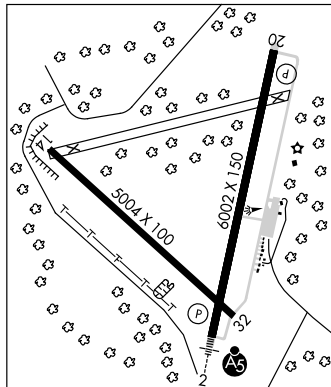
W82°49.80' 275° 7.9 NM to fld. 300/05W.

HIWAS.

CREKE NDB (MHW/LOM) 251 DB N32°29.03' W83°00.57'

028° 5.1 NM to fld. NDB unmonitored 2300-1300Z Mon-Fri, 2300-1500Z Sat-Sun.

ILS/DME 109.1 I-DBN Chan 28 Rwy 02. Class IB. LOM CREKE NDB. ILS unmonitored 2300-1300Z Mon-Fri; 2300-1500Z Sat-Sun.



**DUBLIN** N32°33.81' W82°49.80' NOTAM FILE MCN.

(L) VORTAC 113.1 DBN Chan 78 275° 7.9 NM to W H 'Bud' Barron. 300/05W.

HIWAS.

VOR portion unusable:

215°-285° byd 10 NM blo 3500'.

001°-139° byd 33 NM

001°-139° blo 4000'

RCO 122.6 122.1R 113.1T (MACON RADIO)

**EARLY CO** (See BLAKELY)

**EASTMAN** N32°08.05' W83°09.24' NOTAM FILE MCN

NDB (MHW) 366 EZM 019° 5.0 NM to Heart of Georgia Rgnl.

ATLANTA

H-9B, 12F, L-18J

IAP

ATLANTA

H-9B, 12F, L-18J, 24H

ATLANTA

L-18J

LOC/DME I-DBN <b>109.1</b> Chan <b>28</b>	APP CRS <b>020°</b>	Rwy Idg TDZE Apt Elev	<b>6002</b> <b>298</b> <b>309</b>
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# ILS or LOC RWY 2

DUBLIN/W.H. "BUD" BARRON (DBN)

When local altimeter setting not received, use Vidalia altimeter setting and increase all DAs/MDAs 100 feet, S-LOC 2 Cats C and D visibility ¼ mile and circling Cat. D visibility ½ mile. For inoperative MALSR when using Vidalia altimeter setting increase S-ILS 2 all Cats visibility ½ mile. VDP NA when using Vidalia altimeter setting. ADF or DME Required.

MALSR



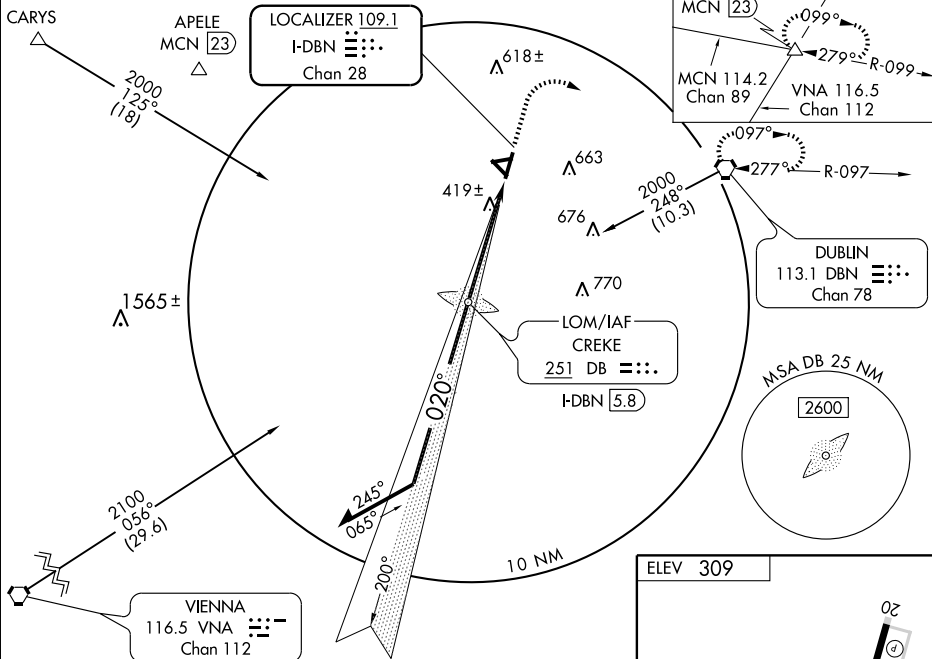
MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct DBN VORTAC and hold.

AWOS-3  
**118.425**

ATLANTA APP CON ★  
**124.2 279.6**

UNICOM  
**122.7 (CTAF) 0**

## ADF REQUIRED



Remain  
within 10 NM

CREKE LOM  
I-DBN **5.8**

1000

2000

DBN  
113.1

2000

200°

020°

1815

I-DBN **2.3**

I-DBN **1.2**

GS 3.00°  
TCH 42

VGSI and ILS glidepath  
not coincident.

1900

3.5 NM

1.1 NM

CATEGORY

A

B

C

D

S-ILS 2

498-½ 200 (200-½)

S-LOC 2

680-½ 382 (400-½)

680-¾

382 (400-¾)

CIRCLING

760-1

451 (500-1)

780-1½

471 (500-1½)

1020-2¼

711 (800-2¼)

FAF to MAP 4.6 NM

Knots

60

90

120

150

180

Min:Sec

4:36

3:04

2:18

1:50

1:32

APP CRS	Rwy Idg	<b>6002</b>
<b>020°</b>	TDZE	<b>298</b>
	Apt Elev	<b>309</b>

**RNAV (GPS) RWY 2**

DUBLIN/ W.H. "BUD" BARRON (DBN)

**▼** When local altimeter setting not received, use Vidalia altimeter setting and increase all MDAs 100 feet and circling Cat. D visibility ½ mile. Inoperative table does not apply to LNAV Cats A and B. For inoperative MALS, increase LNAV visibility Cats C and D ¼ mile. When using Vidalia altimeter setting: inoperative table does not apply to LNAV Cats A and B. For inoperative MALS, increase LNAV visibility Cats C and D ½ mile. VDP NA when using Vidalia altimeter setting.

MALS

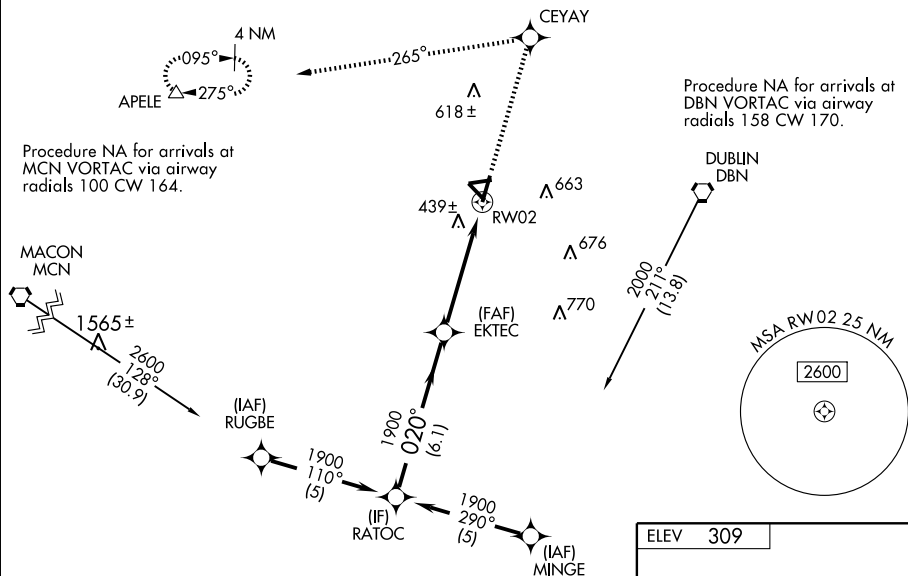


**MISSED APPROACH:** Climb to 2100 direct CEYAY and left turn via 265° track to APELE and hold.

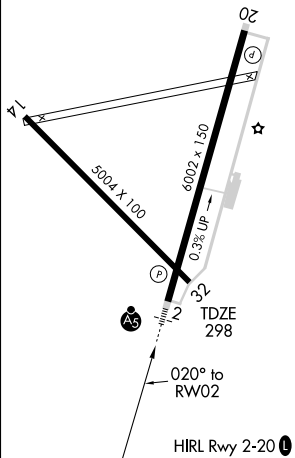
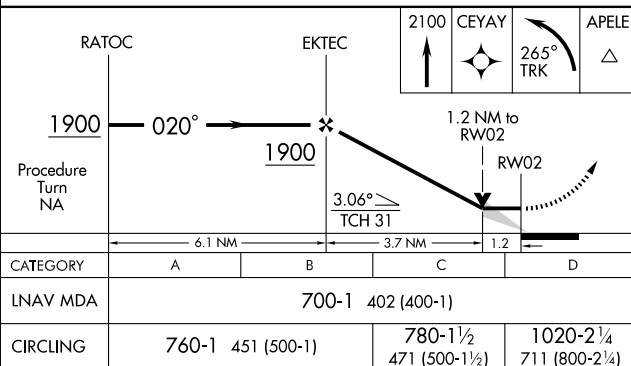
AWOS-3  
**118.425**

ATLANTA APP CON★  
**124.2 279.6**

UNICOM  
**122.7 (CTAF) 0**



ELEV 309





VORTAC DBN <b>113.1</b> Chan <b>78</b>	APP CRS <b>275°</b>	Rwy Idg TDZE Apt Elev	N/A N/A <b>309</b>
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VOR-A

DUBLIN/W.H. "BUD" BARRON(DBN)

When local alimeter setting not received, use Vidalia alimeter setting and increase all MDAs 100 feet and Cat. C and D visibility  $\frac{1}{4}$  mile.  
WODOG fix minima increase Cat. D visibility  $\frac{1}{2}$  mile.

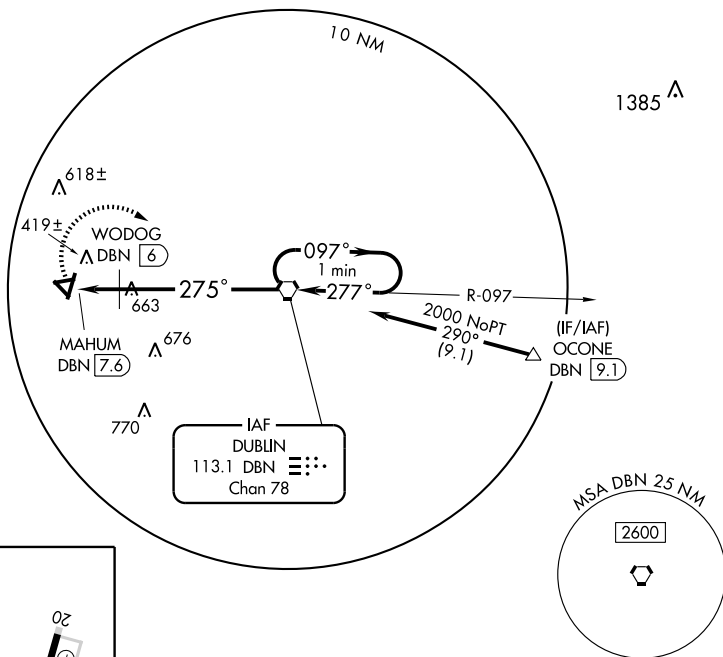
MISSED APPROACH: Climbing right turn to 2000 direct DBN VORTAC and hold.

AWOS-3  
**118.425**

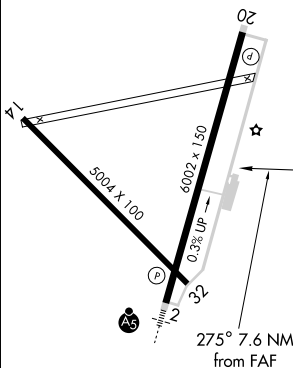
ATLANTA APP CON ★  
**124.2 279.6**

UNICOM  
**122.7 (CTAF)**

Procedure NA for arrivals at OCONE via V70 northeast bound.



ELEV 309



HIRL Rwy 2-20

FAF to MAP 7.6 NM

Knots	60	90	120	150	180
Min:Sec	7:36	5:04	3:48	3:02	2:32

DUBLIN, GEORGIA

Amdt 4 08017

2000 DBN 113.1		VORTAC		One Minute Holding Pattern	
WODOG DBN 6		MAHUM DBN 7.6		097° → 2000	
275°		← 277°		* 1160 when using Vidalia alimeter setting.	
1.6		6 NM			
CATEGORY	A	B	C	D	
CIRCLING	1060-1 751 (800-1)	1060-1¼ 751 (800-1¼)	1060-2¼ 751 (800-2¼)	1060-2½ 751 (800-2½)	
WODOG FIX MINIMA					
CIRCLING	760-1	451 (500-1)	780-1½ 471 (800-1½)	1020-2¼ 711 (800-2¼)	

DUBLIN/W.H. "BUD" BARRON(DBN)

VOR-A

32°34'N-82°59'W

## EASTMAN

**HEART OF GEORGIA RGNL** (EZH) 3 E UTC-5(-4DT) N32°12.98' W83°07.72'

304 B FUEL 100LL, JET A1+ NOTAM FILE MCN

RWY 02-20: H6506X100 (ASPH) S-75, D-120 HIRL

RWY 02: MALSR. PAPI (P4L)—GA 3.5° TCH 23'.

RWY 20: REIL. PAPI (P4L)—GA 4.0° TCH 28'. Trees.

**AIRPORT REMARKS:** Attended Mon-Sat 1300-2300Z, Sun 1800-2300Z. 24 hr self-fueling with credit card. PAEW adjacent to all rwys and twys. Flight training in area. Rotating bcn ops dusk-0500Z. HIRL Rwy 02-20 preset med ints and PAPI Rwy 02 and Rwy 20 opr continuously dusk-0300Z; to increase ints HIRL Rwy 02-20 and ACTIVATE REIL Rwy 20 and MALSR Rwy 02—CTAF. After 0300Z, ACTIVATE HIRL Rwy 02-20, PAPI Rwy 02 and Rwy 20, REIL Rwy 20 and MALSR Rwy 02—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.425 (478) 374-9979. Ceiling OTS indef.

**COMMUNICATIONS:** CTAF 124.55 ATIS 119.425 UNICOM 123.0

Ⓡ ATLANTA APP/DEP CON 124.2 (blo 7000') 119.6 (7000' and abv) (1115-0500Z)

TOWER 124.55 (Mon-Fri 1500-2100Z) GND CON 121.175

JAX CENTER APP/DEP CON 132.3 (0500-1115Z)

GCO 121.725 (FLIGHT SERVICES)

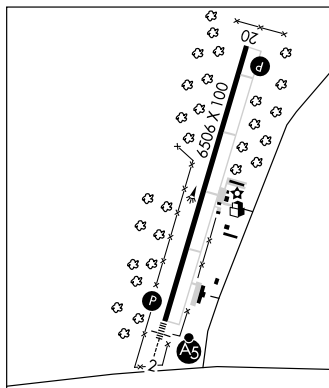
**AIRSPACE:** CLASS D svc Mon-Fri 1500-2100Z other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCN.

VIENNA (L) VORTAC 116.5 VNA Chan 112 N32°12.81' W83°29.84' 088° 18.8 NM to fld. 300/01E.

EASTMAN NDB(MHW) 366 EZM N32°08.05' W83°09.24' 019° 5.1 NM to fld.

ILS 109.55 I-HUV Rwy 02.



## ELBERT CO-PATZ FLD (See ELBERTON)

## ELBERTON

**ELBERT CO-PATZ FLD** (27A) 2 E UTC-5(-4DT) N34°05.71' W82°48.95'

603 B FUEL 100LL, MOGAS NOTAM FILE MCN

RWY 10-28: H4000X75 (ASPH) S-30 MIRL

RWY 10: PAPI(P2L)—GA 3.75° TCH 42'. Trees.

RWY 28: PAPI(P2L)—GA 3.75° TCH 39'. Trees.

**AIRPORT REMARKS:** Attended Mon-Sat 1300-2300Z, Sun 1800-2300Z. PAEW adjacent Rwy 10-28 1200-2100Z. Deer on and invof arpt. MIRL Rwy 10-28 opr—CTAF 24 hrs. PAPI Rwy 10 and Rwy 28 opr continuously.

**WEATHER DATA SOURCES:** AWOS-3 118.15 (706) 283-8133.

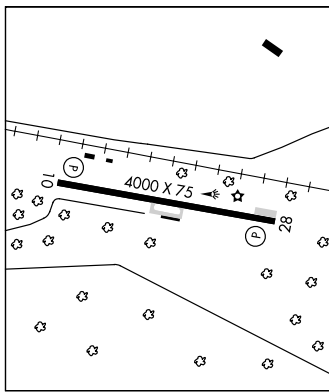
**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ ATLANTA APP/DEP CON 127.5 (1115-0300Z)

Ⓡ ATLANTA CENTER APP/DEP CON 127.5 (0300-1115Z)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AND.

ELECTRIC CITY (L) VORTACW 108.6 ELW Chan 23 N34°25.15' W82°47.08' 185° 19.5 NM to fld. 736/00E.



ATLANTA  
L-18J  
IAP



LOC I-HUV <b>109.55</b>	APP CRS <b>019°</b>	Rwy Idg TDZE Apt Elev	<b>6506</b> <b>300</b> <b>304</b>
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## ILS or LOC RWY 2

EASTMAN/ HEART OF GEORGIA REGIONAL (E/ZM)

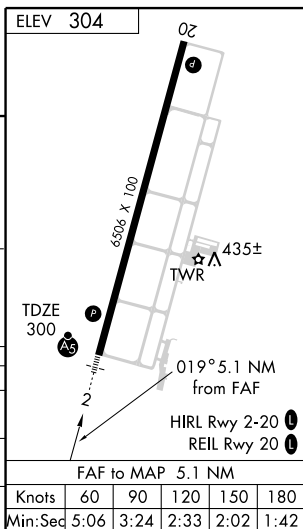
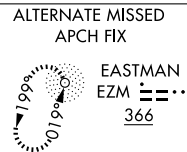
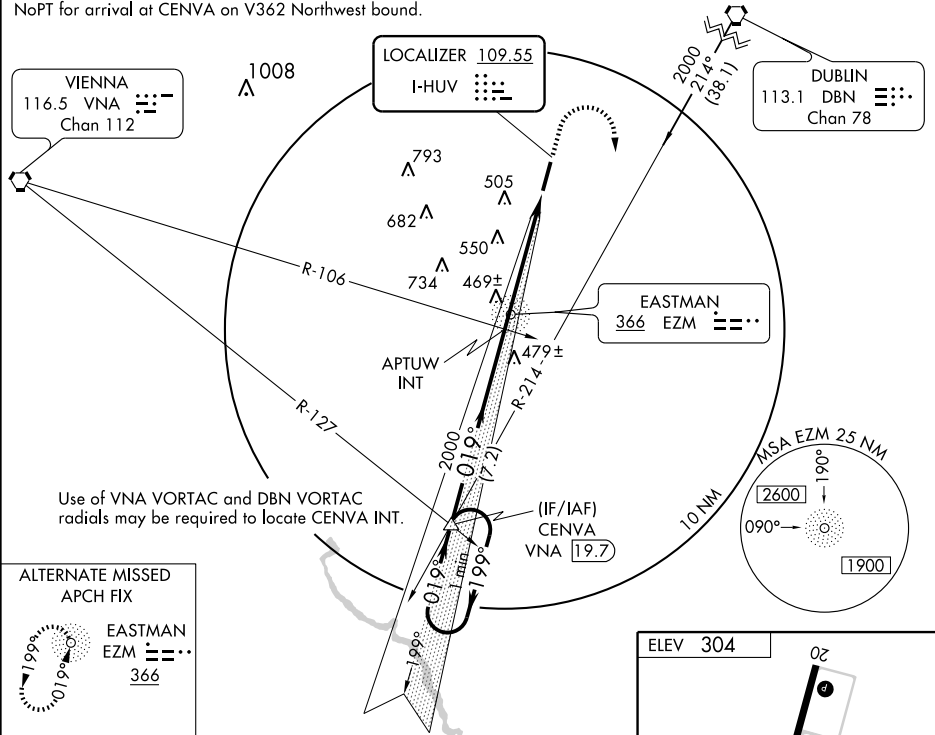
When local altimeter setting not received, use Dublin altimeter setting and increase DA to 552 feet and all MDAs 60 feet and S-LOC 2 Cat. D visibility  $\frac{1}{4}$  mile.



MISSED APPROACH: Climb to 800 then climbing right turn to 2000 via heading 180° and DBN VORTAC R-214 to CENVA Int/19.7 DME and hold.

ATIS <b>119.425</b>	ATLANTA APP CON ★ <b>124.2 279.6</b>	EASTMAN TOWER ★ <b>124.55 (CTAF)</b> 0	GND CON <b>121.175</b>	GCO <b>121.725</b>	UNICOM <b>123.0</b>
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NoPT for arrival at CENVA on V362 Northwest bound.



NDB EZM	APP CRS	Rwy Idg	<b>6506</b>
<b><u>366</u></b>	<b>019°</b>	TDZE	<b>300</b>
		Apt Elev	<b>304</b>

# NDB RWY 2

EASTMAN/HEART OF GEORGIA RGNL (EZM)

**T** When local altimeter setting not received, use  
**A** NA Dublin altimeter setting and increase all MDAs  
60 feet and S-2 Cats C and D visibility  $\frac{1}{4}$  mile,  
Circling Cat. C visibility  $\frac{1}{4}$  mile.

MALSR

**MISSED APPROACH:** Climb to 1500 then climbing left turn to 2000 direct EZM NDB and hold.

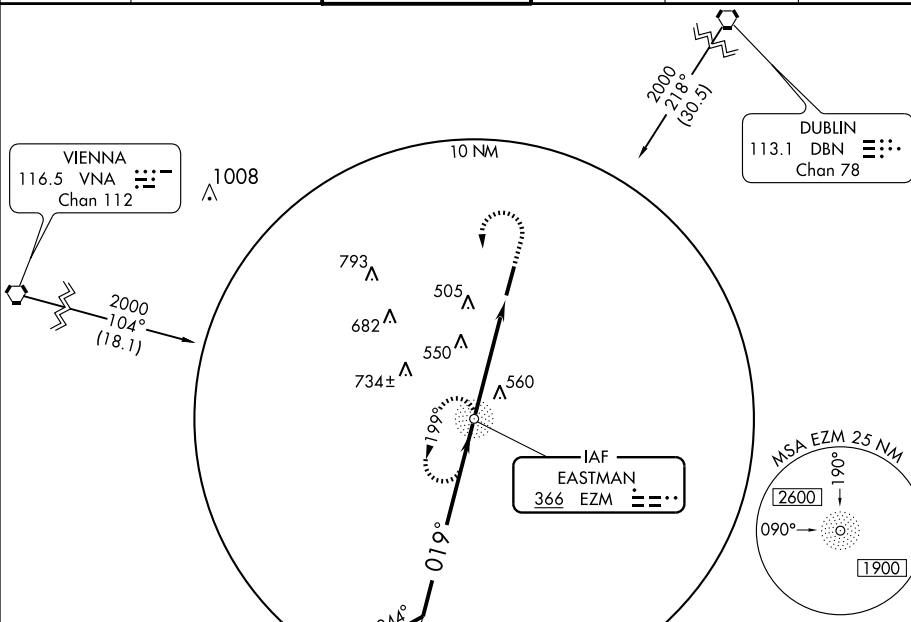
ATIS  
**119.425**

ATLANTA APP CON ★  
124.2 279.6

EASTMAN TOWER  
**124.55** (CTAF) **L**

GND CON  
**121.175**

GCO  
121.725

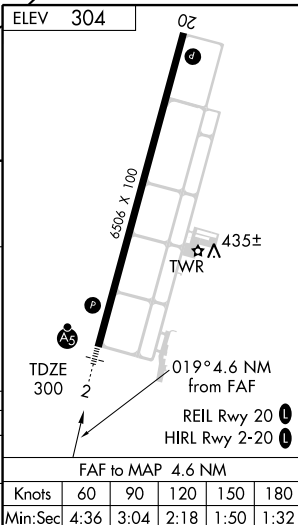
UNICOM  
123.0

Remain  
within 10 NM

VGSI and descent angles not coincident.

1500 ↑	2000 ↖	EZM 366
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CATEGORY	A	B	C	D
S-2	900-3/4 600 (600-3/4)		900-1 600 (600-1)	900-1 1/2 600 (600-1 1/2)
CIRCLING	900-1 596 (600-1)		900-1 1/2 596 (600-1 1/2)	900-2 596 (600-2)



EASTMAN, GEORGIA  
Amdt 2 07354

EASTMAN/HEART OF GEORGIA RGNL (EZM)

# NDB RWY 2

SE-4. 26 AUG 2010 to 23 SEP 2010

**SE-4, 26 AUG 2010 to 23 SEP 2010**



APP CRS **199°**  
 Rwy Idg **6506**  
 TDZE **304**  
 Apt Elev **304**

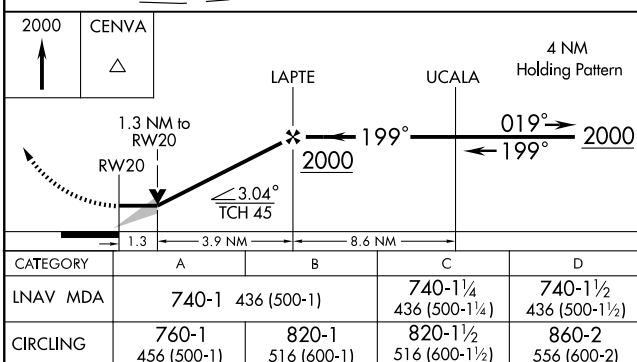
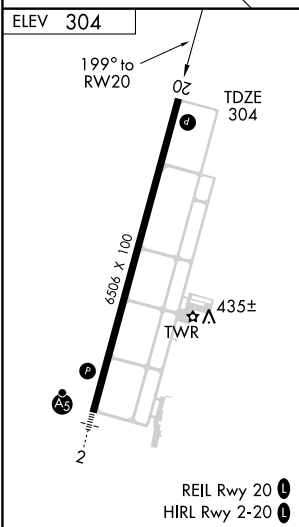
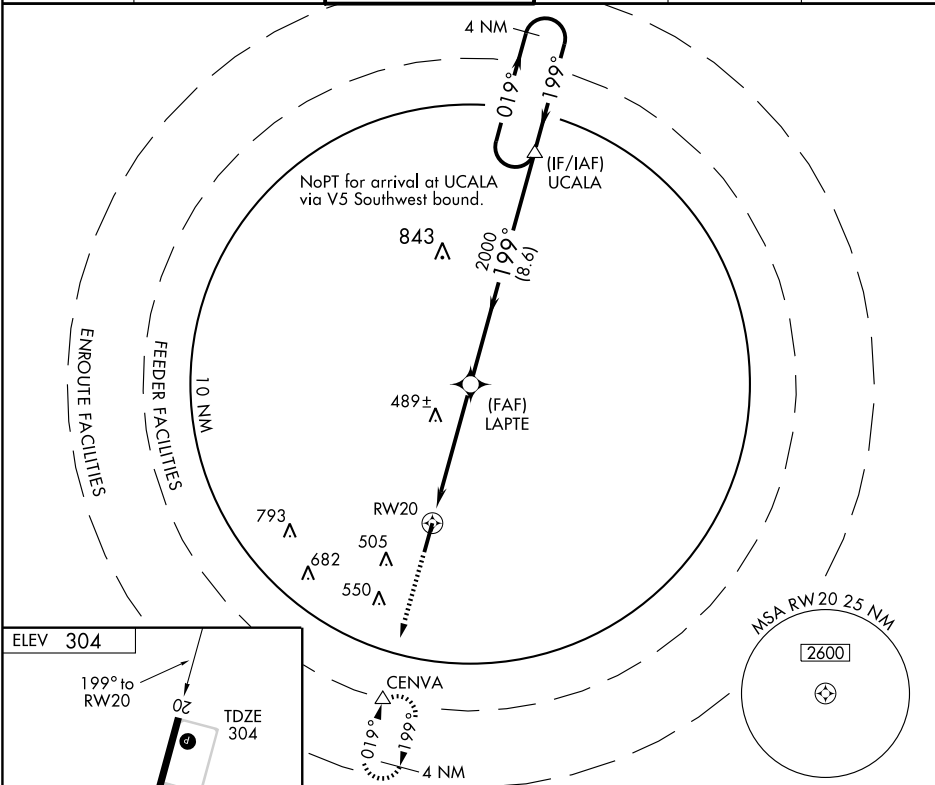
# RNAV (GPS) RWY 20

EASTMAN/HEART OF GEORGIA RGNL (E2M)

**NA** When local altimeter setting not received, use Dublin altimeter setting and increase all MDAs 60 feet.  
 VDP NA when using Dublin altimeter setting.  
 DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct CENVA and hold.

ATIS <b>119.425</b>	ATLANTA APP CON ★ <b>124.2 279.6</b>	EASTMAN TOWER ★ <b>124.55 (CTAF) 0</b>	GND CON <b>121.175</b>	GCO <b>121.725</b>	UNICOM <b>123.0</b>
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VORTAC VNA <b>116.5</b> Chan <b>112</b>	APP CRS <b>088°</b>	Rwy ldg TDZE Apt Elev <b>304</b>	<b>N/A</b> <b>N/A</b> <b>304</b>
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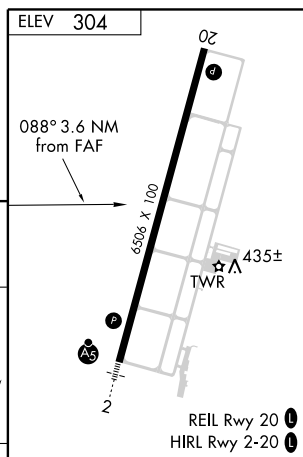
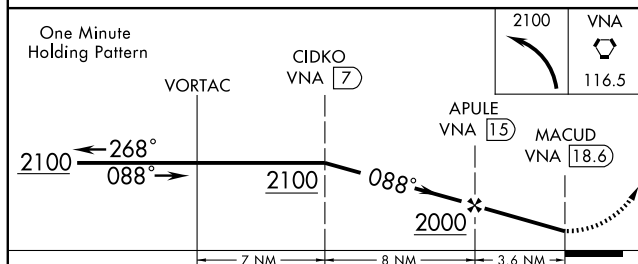
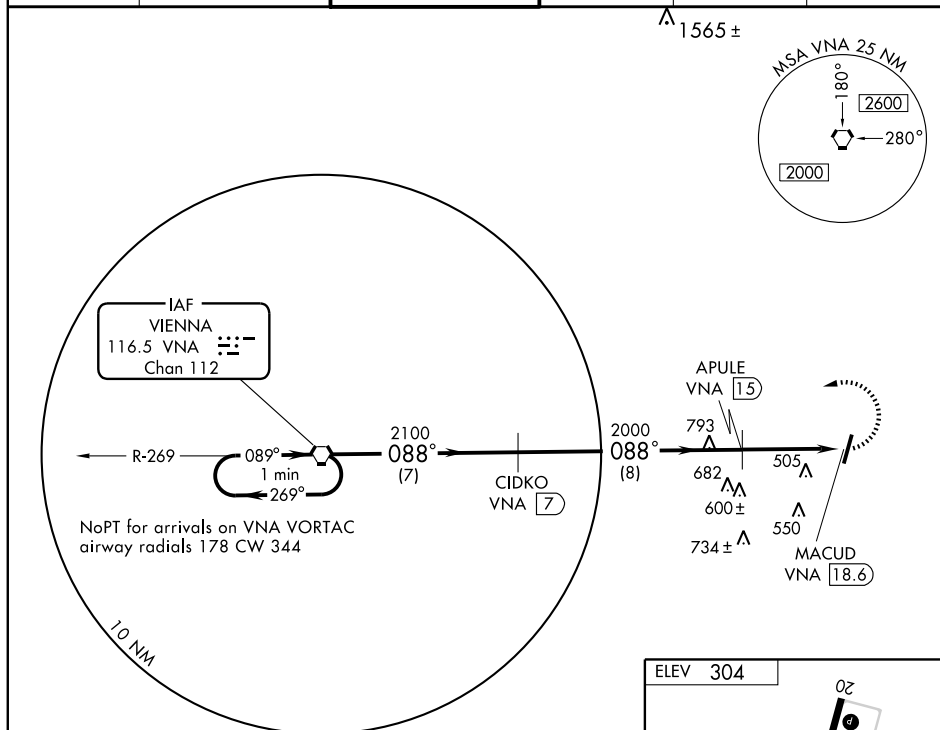
VOR/DME-A

EASTMAN/HEART OF GEORGIA RGNL (EZM)

▼ NA When local altimeter setting not received,  
use Dublin altimeter setting and increase  
all MDAs 60 feet.

MISSED APPROACH: Climbing left turn to 2100 direct VNA  
VORTAC and hold.

ATIS <b>119.425</b>	ATLANTA APP CON ★ <b>124.2 279.6</b>	EASTMAN TOWER ★ <b>124.55 (CTAF) 0</b>	GND CON <b>121.175</b>	GCO <b>121.725</b>	UNICOM <b>123.0</b>
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CATEGORY	A	B	C	D	Knots	60	90	120	150	180
CIRCLING	760-1 456 (500-1)	820-1 516 (600-1)	820-1½ 516 (600-1½)	860-2 556 (600-2)	Min:Sec					

EASTMAN, GEORGIA

Amdt 8 08017

EASTMAN/HEART OF GEORGIA RGNL (EZM)

32°13'N - 83°08'W

VOR/DME-A

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010

## EASTMAN

**HEART OF GEORGIA RGNL** (EZM) 3 E UTC-5(-4DT) N32°12.98' W83°07.72'

304 B FUEL 100LL, JET A1+ NOTAM FILE MCN

RWY 02-20: H6506X100 (ASPH) S-75, D-120 HIRL

RWY 02: MALSR. PAPI (P4L)—GA 3.5° TCH 23'.

RWY 20: REIL. PAPI (P4L)—GA 4.0° TCH 28'. Trees.

**AIRPORT REMARKS:** Attended Mon-Sat 1300-2300Z, Sun 1800-2300Z. 24 hr self-fueling with credit card. PAEW adjacent to all runways and taxiways. Flight training in area. Rotating beacon ops dusk-0500Z. HIRL Runway 02-20 preset medium intensity and PAPI Runway 02 and Runway 20 operate continuously dusk-0300Z; to increase intensity HIRL Runway 02-20 and ACTIVATE REIL Runway 20 and MALSR Runway 02—CTAF. After 0300Z, ACTIVATE HIRL Runway 02-20, PAPI Runway 02 and Runway 20, REIL Runway 20 and MALSR Runway 02—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.425 (478) 374-9979. Ceiling OTS indef.

**COMMUNICATIONS:** CTAF 124.55 ATIS 119.425 UNICOM 123.0

Ⓡ ATLANTA APP/DEP CON 124.2 (below 7000') 119.6 (7000' and above) (1115-0500Z)

TOWER 124.55 (Mon-Fri 1500-2100Z) GND CON 121.175

JAX CENTER APP/DEP CON 132.3 (0500-1115Z)

GCO 121.725 (FLIGHT SERVICES)

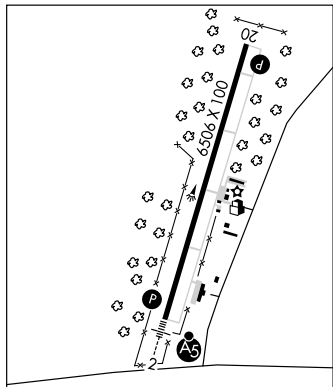
**AIRSPACE:** CLASS D svc Mon-Fri 1500-2100Z other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCN.

VIENNA (L) VORTAC 116.5 VNA Chan 112 N32°12.81' W83°29.84' 088° 18.8 NM to fld. 300/01E.

EASTMAN NDB(MHW) 366 EZM N32°08.05' W83°09.24' 019° 5.1 NM to fld.

ILS 109.55 I-HUV Runway 02.



## ELBERT CO-PATZ FLD (See ELBERTON)

## ELBERTON

**ELBERT CO-PATZ FLD** (27A) 2 E UTC-5(-4DT) N34°05.71' W82°48.95'

603 B FUEL 100LL, MOGAS NOTAM FILE MCN

RWY 10-28: H4000X75 (ASPH) S-30 MIRL

RWY 10: PAPI(P2L)—GA 3.75° TCH 42'. Trees.

RWY 28: PAPI(P2L)—GA 3.75° TCH 39'. Trees.

**AIRPORT REMARKS:** Attended Mon-Sat 1300-2300Z, Sun 1800-2300Z. PAEW adjacent Runway 10-28 1200-2100Z. Deer on and in/around airport. MIRL Runway 10-28 operate—CTAF 24 hrs. PAPI Runway 10 and Runway 28 operate continuously.

**WEATHER DATA SOURCES:** AWOS-3 118.15 (706) 283-8133.

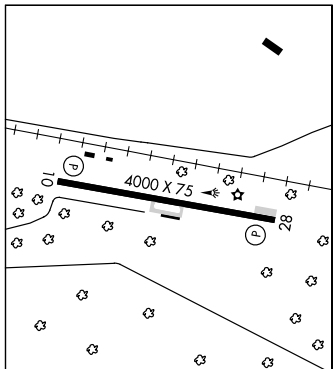
**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ ATLANTA APP/DEP CON 127.5 (1115-0300Z)

Ⓡ ATLANTA CENTER APP/DEP CON 127.5 (0300-1115Z)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AND.

ELECTRIC CITY (L) VORTACW 108.6 ELW Chan 23 N34°25.15' W82°47.08' 185° 19.5 NM to fld. 736/00E.



ATLANTA

L-18J

IAP

APP CRS **104°**  
Rwy ldg **4000**  
TDZE **600**  
Apt Elev **603**

# RNAV (GPS) RWY 10

ELBERTON/ ELBERT COUNTY-PATZ FIELD (27A)

▼ When local altimeter not received, use Anderson altimeter setting and increase all MDA 100 feet, LNAV Cat. C visibility ½ mile and Circling Cat. C visibility ¼ mile. VDP NA when using Anderson altimeter setting.  
▲ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

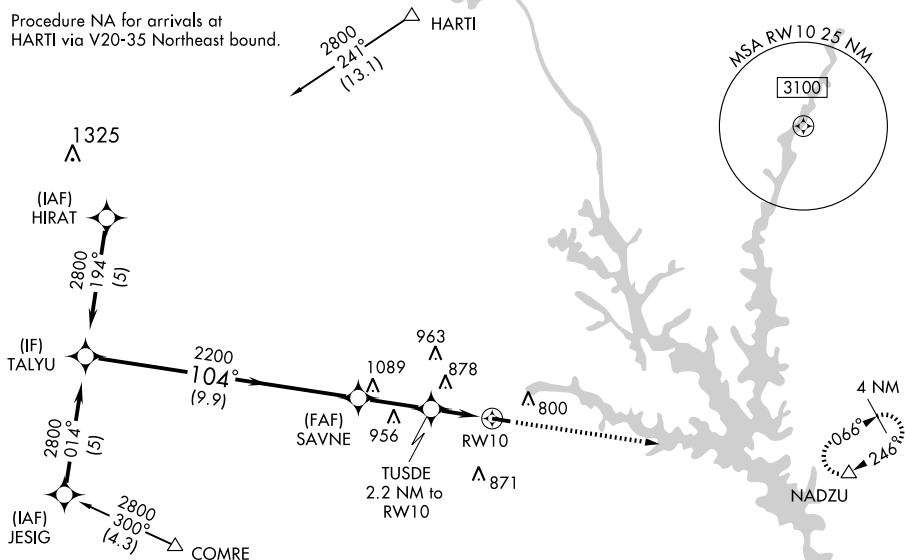
MISSED APPROACH: Climb to 2500 direct NADZU and hold.

AWOS-3  
**118.15**

ATLANTA APP CON ★  
**127.5 316.05**

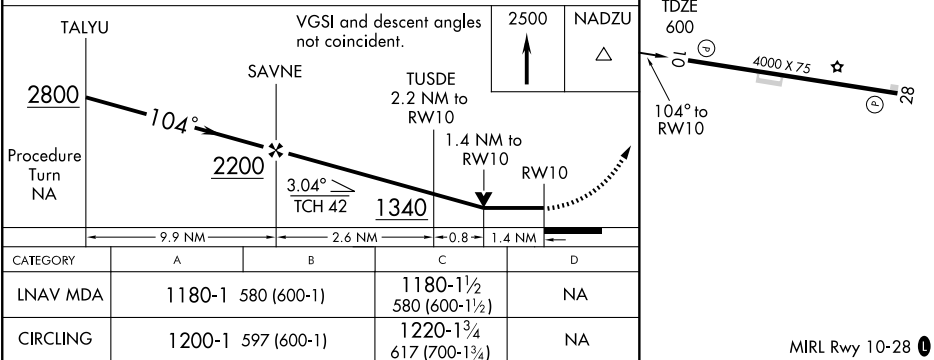
UNICOM  
**122.8 (CTAF) 0**

Procedure NA for arrivals at HARTI via V20-35 Northeast bound.



Procedure NA for arrivals at COMRE via V66 Northeast bound.

ELEV **603**



MIRL Rwy 10-28 0

APP CRS **284°**  
Rwy Idg **4000**  
TDZE **603**  
Apt Elev **603**

# RNAV (GPS) RWY 28

ELBERTON/ ELBERT COUNTY-PATZ FIELD (27A)

When local altimeter not received, use Anderson altimeter setting and increase all MDA 100 feet and LNAV and Circling Cat. C visibility ¼ mile. VDP NA when using Anderson altimeter setting.  
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 2500 direct NADZU and hold.

AWOS-3  
**118.15**

ATLANTA APP CON ★  
**127.5 316.05**

UNICOM  
**122.8 (CTAF) 0**

MSA RW 28 25 NM

3100

Procedure NA for arrivals at GRD VORTAC via V311 East bound.

GREENWOOD GRD

2500  
257°  
(20.8)

1089  
956  
963  
878  
871

RW28

800±

KOBPE

2.1 NM to RW28

(FAF) FEHDY

2500

194° (5)

(IAF) NUPBI

4 NM

066°

246°

(IF/IAF) NADZU

Procedure NA for arrivals at NADZU via V454 Northeast bound.

(IAF) PICOB

2500

014° (5)

2500

336° (5.5)

GOLFR

Procedure NA for arrivals at GOLFR via V325 East bound.

ELEV 603

284° to RW28  
4000 X 75  
TDZE 603

2500

NADZU

VGSI and descent angles not coincident.

NADZU

KOBPE

2.1 NM to RW28

FEHDY

2500

1.1 NM to RW28

RW28

1320

2200

3.04° TCH 46

284°

Procedure Turn NA

CATEGORY

A

B

C

D

LNAV MDA

1100-1 497 (500-1)

1100-1¼ 497 (500-1¼)

NA

CIRCLING

1200-1 597 (600-1)

1220-1¾ 617 (700-1¾)

NA

MIRL Rwy 10-28 0



VORTAC AHN <b>109.6</b> Chan <b>33</b>	APP CRS <b>070°</b>	Rwy Idg <b>4000</b> TDZE <b>600</b> Apt Elev <b>603</b>
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VOR/DME RWY 10

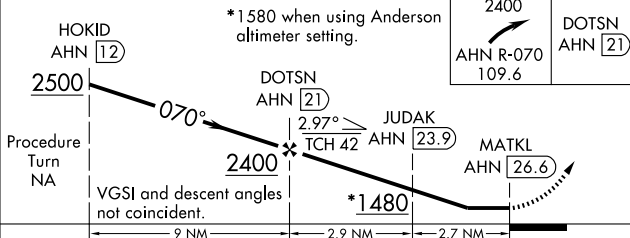
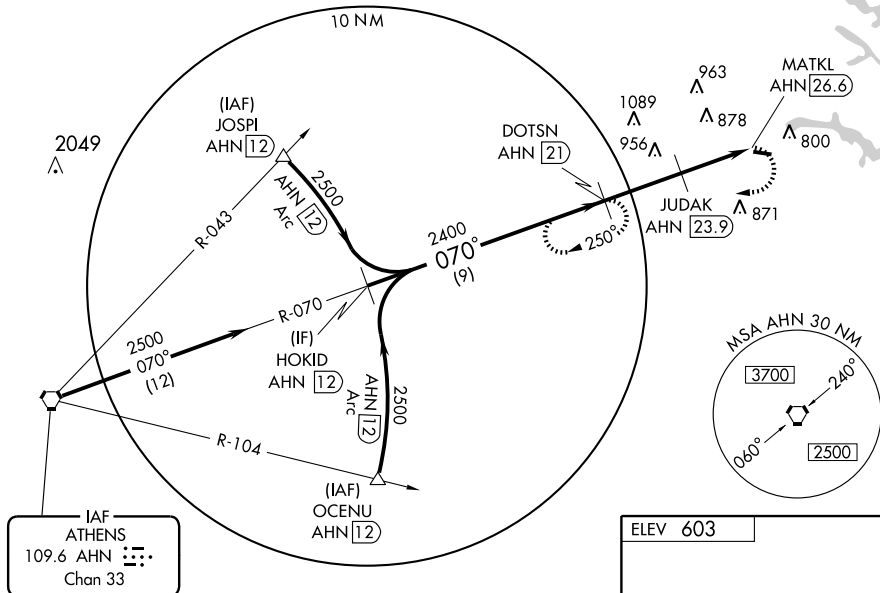
ELBERTON/ ELBERT COUNTY-PATZ FIELD (27A)

**T** When local altimeter setting not received, use  
**A** Anderson altimeter setting and increase all MDA  
100 feet, S-10 and Circling Cat. C visibility  $\frac{1}{4}$  mile.  
Visibility reduction by helicopters NA.

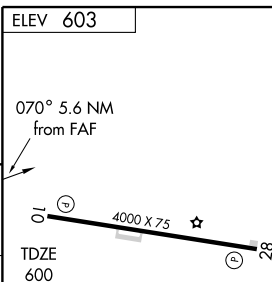
**MISSED APPROACH:** Climbing right turn to 2400  
via AHN R-070 to DOTSN/AHN 21 DME and hold.

AWOS-3  
118.15

ATLANTA APP CON ★  
127.5 316.05

UNICOM  
122.8 (CTAF) **L**

CATEGORY	A	B	C	D
S-10	1300-1 700 (700-1)	1300-1¼ 700 (700-1¼)	1300-2 700 (700-2)	NA
CIRCLING	1300-1 697 (700-1)	1300-1¼ 697 (700-1¼)	1300-2 697 (700-2)	NA

MIRL Rwy 10-28 **L**

ELBERTON, GEORGIA

Amdt 3 08325

ELBERTON/ ELBERT COUNTY-PATZ FIELD (27A)

34° 06'N - 82° 49'W

VOR/DME RWY 10

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4. 26 AUG 2010 to 23 SEP 2010

## ELLIJAY

**GILMER CO** (49A) 4 S UTC-5(-4DT) N34°37.69' W84°31.60'

1486 B FUEL 100LL NOTAM FILE MCN

RWY 03-21: H3500X75 (ASPH) S-30, D-41 MIRL

RWY 03: Trees. RWY 21: Trees.

**AIRPORT REMARKS:** Unattended. 24 hr credit card svc avbl. ACTIVATE

MIRL Rwy 03-21—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCN.

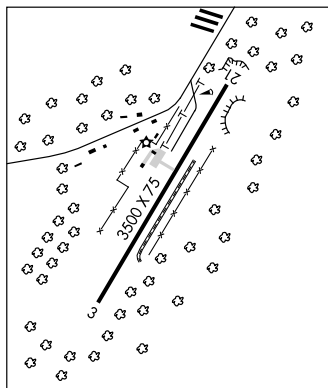
HARRIS (L) VORTACW 109.8 HRS Chan 35 N34°56.58'

W83°54.94' 238° 35.6 NM to fld. 3660/00E.

HIWAS.

ATLANTA

L-181



**EMANUEL CO** (See SWAINSBORO)

**EMORY** N33°27.77' W81°59.81' NOTAM FILE MCN.

NDB (Hw) 385 EMR 168° 5.8 NM to Augusta Rgnl at Bush Fld. Unmonitored when AGS twr clsd.

CHARLOTTE

L-241

**FENIX** N32°27.12' W85°02.52' NOTAM FILE CSG.

NDB (LOM) 355 CS 056° 6.5 NM to Columbus Metropolitan. (Unmonitored).

ATLANTA

L-181

**FITZGERALD MUNI** (FZG) 2 SW UTC-5(-4DT) N31°41.03' W83°16.25'

365 B S2 FUEL 100LL, JET A+ NOTAM FILE MCN

RWY 01-19: H5000X98 (ASPH) D-28 MIRL

RWY 01: ODALS. VASI(V4L). Trees. RWY 19: VASI(V4L). Trees.

RWY 15-33: 2984X300 (TURF) 1.0% up NW

RWY 15: Trees. RWY 33: Trees.

**AIRPORT REMARKS:** Attended Mon-Sat 1300-2200Z†, Sun 1400-2200Z†. PAEW adjacent Rwy 01-19. Rwy 15-33 thlds marked with white tires. MIRL Rwy 01-19 and VASI Rws 01-19 preset med ints dusk-0300Z†, after 0300Z† ACTIVATE —CTAF. ACTIVATE ODALS Rwy 01—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.625 (229) 426-5072.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

Ⓡ JAX CENTER APP/DEP CON 132.3

GCO 121.725 (FLIGHT SERVICES)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCN.

VIENNA (L) VORTAC 116.5 VNA Chan 112 N32°12.81'

W83°29.84' 159° 33.7 NM to fld. 300/01E.

NDB (MHW) 362 SUR N31°36.78' W83°17.44' 017° 4.4

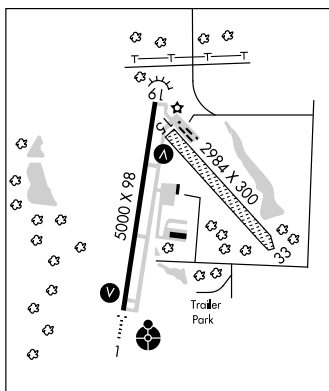
NM to fld.

ILS 111.1 I-FQR Rwy 01. LOC only.

JACKSONVILLE

H-9B, 12F, L-18J

IAP



**FLANC** N33°45.74' W84°38.33' NOTAM FILE FTY.

NDB (MHW/LOM) 344 FT 082° 6 NM to Fulton Co Arpt-Brown Fld. NDB unusable byd 12NM.

ATLANTA

L-181, A

**FLOWERY BRANCH** N34°12.20' W83°54.38' NOTAM FILE MCN.

NDB (MHW) 365 FKV 047° 5.7 NM to Lee Gilmer Meml.

ATLANTA

L-18J

**FLOYD** N34°17.93' W85°09.85' NOTAM FILE RMG.

NDB (MHW) 388 OYD 008° 3.1 NM to Richard B. Russell. (Unmonitored indef)

ATLANTA

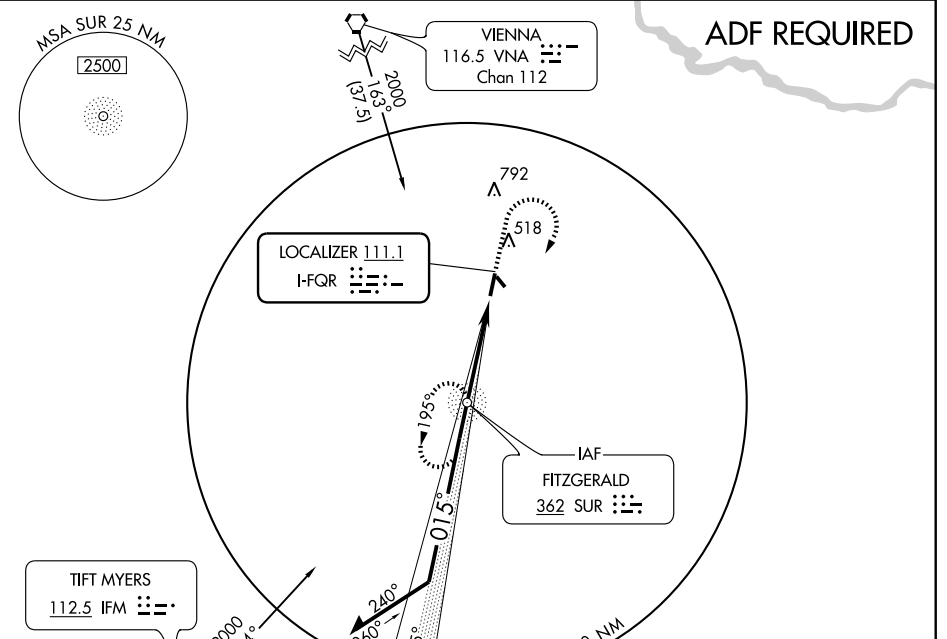
L-181

LOC I-FQR <b>111.1</b>	APP CRS <b>015°</b>	Rwy Idg TDZE Apt Elev	<b>5002</b> <b>365</b> <b>365</b>
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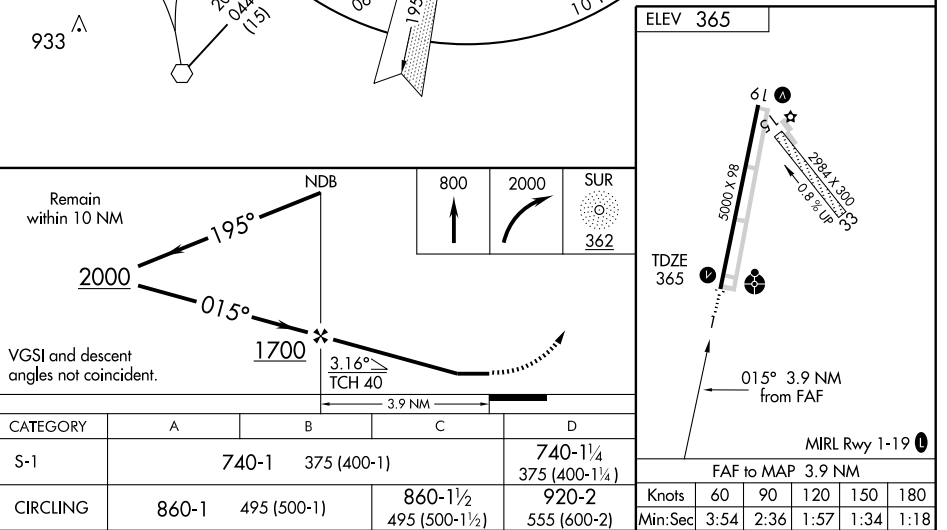
**LOC RWY 1**  
FITZGERALD MUNI (FZG)

Obtain local altimeter setting on AWOS. Visibility reduction by helicopters NA. Inoperative table does not apply.		MISSED APPROACH: Climb to 800, then climbing right turn to 2000 direct SUR NDB and hold.
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AWOS-3 <b>118.625</b>	JACKSONVILLE CENTER <b>132.3 290.4</b>	GCO <b>121.725</b>	UNICOM <b>123.0</b> (CTAF) <b>0</b>
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**ADF REQUIRED**



SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010

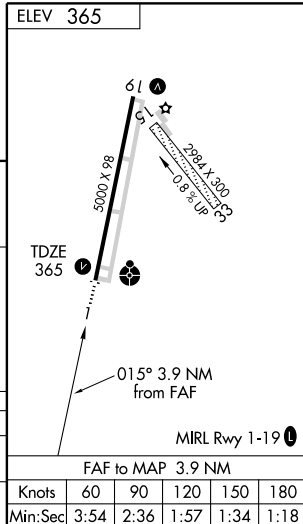
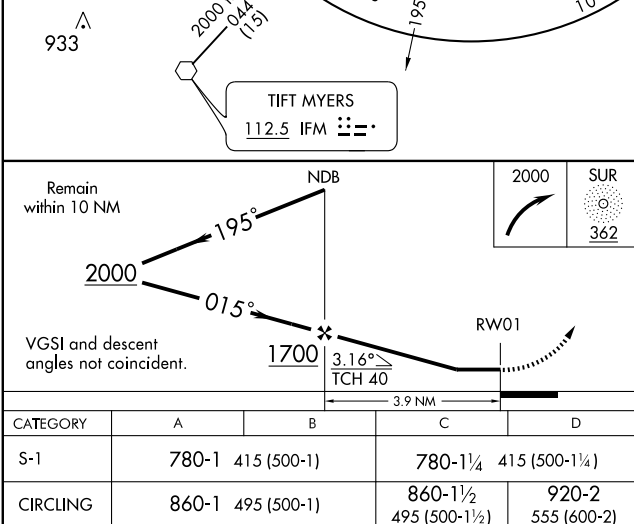
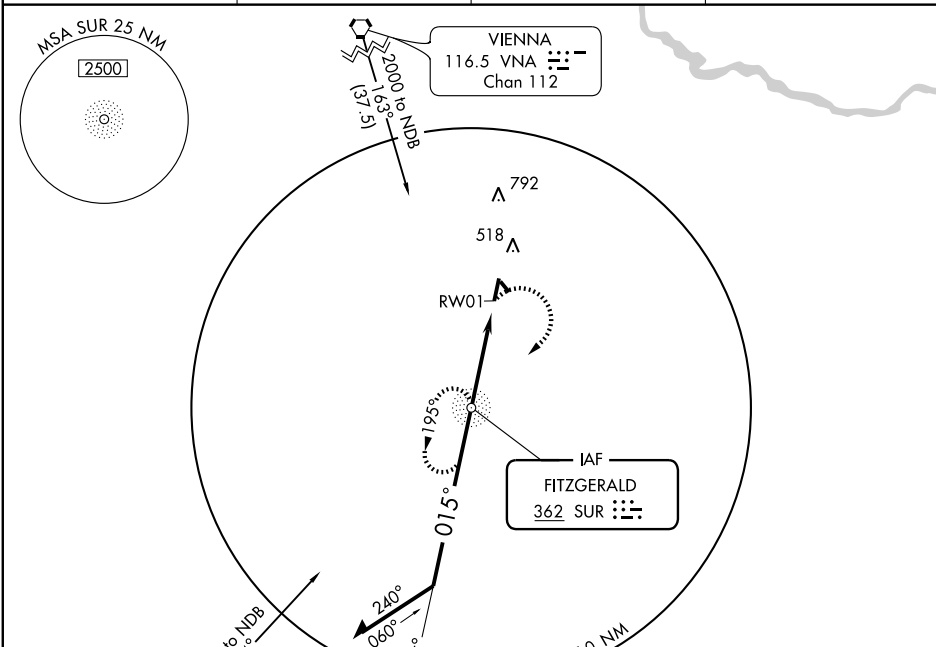
# NDB or GPS RWY 1

FITZGERALD MUNI (FZG)

NDB SUR <b>362</b>	APP CRS <b>015°</b>	Rwy Idg TDZE Apt Elev	<b>5002</b> <b>365</b> <b>365</b>
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<p>▼</p> <p>▲ NA</p>	<p>Obtain local altimeter setting on AWOS. Visibility reduction by helicopters NA. Inoperative table does not apply.</p>	<p>ODALS</p> <p>⬇</p>	<p>MISSED APPROACH: Climbing right turn to 2000 direct SUR NDB and hold.</p>
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AWOS-3 <b>118.625</b>	JACKSONVILLE CENTER <b>132.3 290.4</b>	GCO <b>121.725</b>	UNICOM <b>123.0</b> (CTAF) <b>0</b>
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## AIRPORT DIAGRAM

AFD-146 [USA]

FT. BENNING (COLUMBUS), GEORGIA

ATIS ★  
134.375  
LAWSON TOWER ★  
119.05 269.525  
GND CON  
121.7 254.25  
CLNC DEL  
121.7 251.15

FIELD  
ELEV  
232

VAR 3.3° W

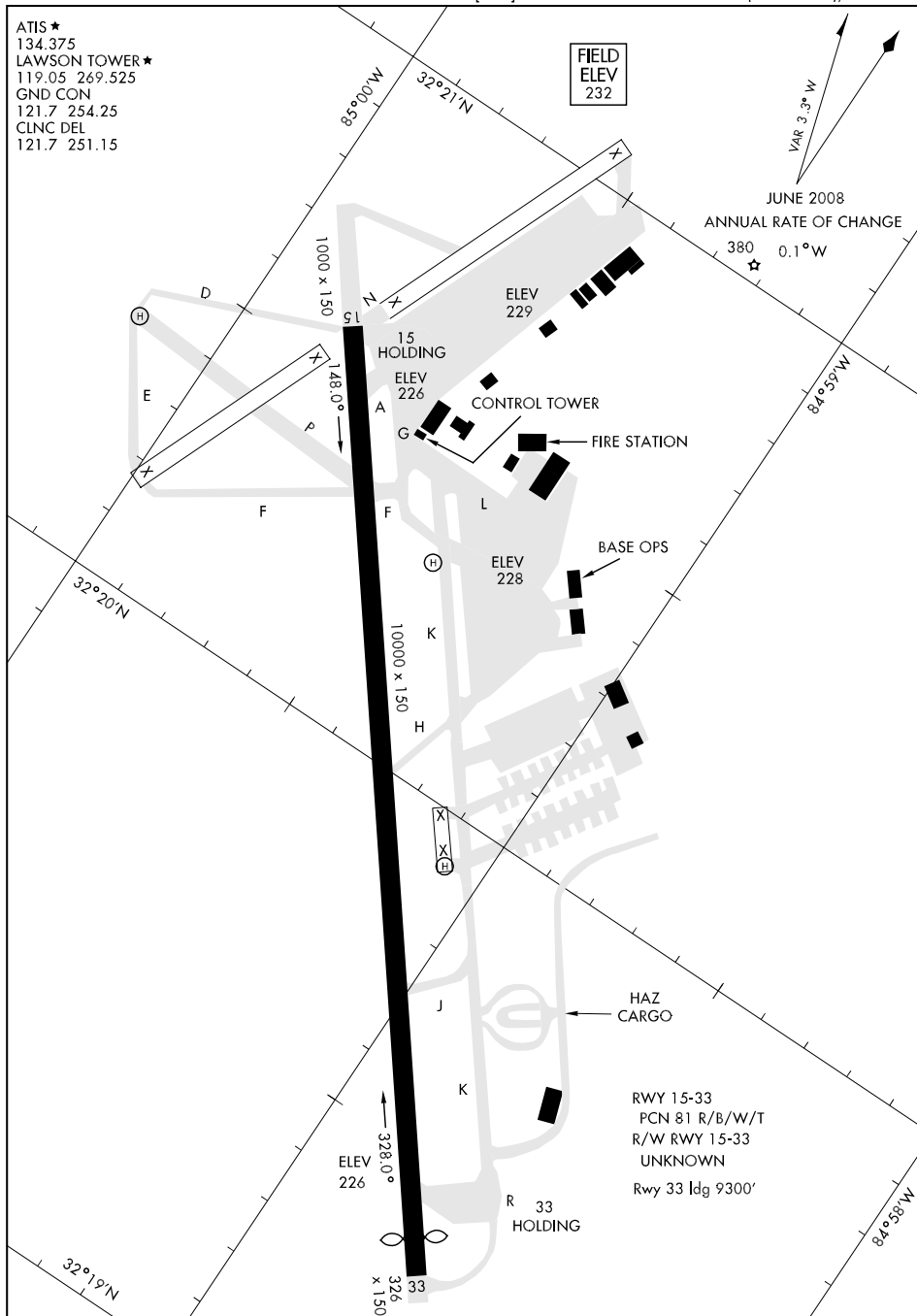
JUNE 2008

ANNUAL RATE OF CHANGE

380

0.1° W

SE-4, 26 AUG 2010 to 23 SEP 2010



SE-4, 26 AUG 2010 to 23 SEP 2010

## AIRPORT DIAGRAM

FT. BENNING (COLUMBUS), GEORGIA

LAWSON AAF (KLSF)

**LAWSON AAF** (FORT BENNING) (LSF)(KLSF) A 5 SW UTC-5(-4DT) N32°19.91' W84°59.23' ATLANTA  
232 B TPA—See Remarks Class I, ARFF Index A NOTAM FILE LSF Not insp. H-9A, L-181  
RWY 15-33: H1000X150 (ASPH) PCN 81 R/B/W/T HIRL DIAP, AD  
RWY 15: Rgt ttc. RWY 33: SALSF. Thld dsplcd 700'.  
**MILITARY SERVICE:** IASU 1(M32A-95) 5(M32A-86) FUEL J8. Refuel svc Mon-Fri 1200-0400Z, Sat 1300-2100Z,  
OT 2 hr PPR. OIL O-128-148-156 TRAN ALERT Mon-Fri 24 hr, Sat-Sun 1200-0400Z. Except by NOTAM.  
OT 48 hr PPR rqr.  
**MILITARY REMARKS:** Attended continuously exc by NOTAM. Advisory svc on Base Ops frequency when twr clsd. RSTD 48  
hr PPR for all hazardous cargo and 7 day PPR for fixed wing acft except AIR EVAC, and all rotary wing flights of 5  
or more. Parking ltd. 7 day PPR for parking and remain overnight. DSN 835-3524, C706-545-3524, 24 hr.  
**CAUTION** Extensive troop carrier opr. Parachute drops at 1550' within 2½ NM of arpt. Extensive helicopter opr  
1230-2330Z. TFC PAT TPA—fixed wing 1800(1568), 360° overhead 2300(2068), rotary wing 1000(768). MISC  
Wx obsn automated and augmented as required for continuous operation. Remote briefing svc avbl 26 OWS,  
Barksdale AFB, DSN 781-4755, C318-456-4775, FAX DSN 781-3493 or https://barksdale.af.mil. Forecaster  
duty hrs Mon-Fri 1000-0200Z exc holidays. VIP acft ctc PTD 45 NM out.  
**COMMUNICATIONS:** ATIS 134.375 (Dur twr operation hrs.) PTD 134.1 245.7  
Ⓡ ATLANTA APP/DEP CON 119.05 323.1 126.55 269.525 (Mon-Fri 1200-0400Z), other times ctc ATLANTA CENTER  
APP/DEP CON 120.45 357.6  
TOWER 119.05 269.525 288.275 (Mon-Fri 1200-0400Z, exc holidays) GND CON 121.7 254.25 CLNC DEL  
121.7 251.15 GCA Opr Mon-Fri 1300-2100Z (E) 121.05 307.325 PMSV METRO 343.2 BASE OPS 134.1  
245.7 DOUGHBOY ADVISORY 138.325 134.1 244.6 245.7  
**AIRSPACE:** CLASS D svc Mon-Fri 1200-0400Z, exc holidays other times CLASS E.  
**RADIO AIDS TO NAVIGATION:** NOTAM FILE LSF.  
(T) VORW/DME 111.4 LSF Chan 51 N32°19.94' W84°59.60' at fld. 250/2W.  
VOR unusable 161°-169° all distances and altitudes. 181°-214° byd 15 NM.  
NDB (MHW) 335 AWS N32°17.59' W85°01.40' 040° 3 NM to fld.  
ILS 110.7 I-LSF Rwy 33. Back course unusable.  
ASR (Mon-Fri 1300-2100Z)  
**COMM/NAV/WEATHER REMARKS:** Radar See Terminal FLIP for Radar Minima. Contact Airport Advisory Service on twr  
frequency prior to ldg.

**LEE GILMER MEML** (See GAINESVILLE)

**LINDBERGH** N32°10.47' W84°06.49' NOTAM FILE MCN. ATLANTA  
NDB (MHW) 242 LKG 230° 5.2 NM to Souther fld. L-181

**LOUISVILLE MUNI** (2J3) 2 SE UTC-5(-4DT) N32°59.16' W82°23.09' ATLANTA  
328 B FUEL 100LL, JET A NOTAM FILE MCN H-9B, 12F, L-241  
RWY 13-31: H500X100 (ASPH) S-26 MIRL  
RWY 13: PAPI(P2L)—GA 3.5° TCH 25'. Trees. RWY 31: PAPI(P2L)—GA 3.5° TCH 20'.  
**AIRPORT REMARKS:** Unattended. ACTIVATE MIRL Rwy 13-31 and PAPI Rwy 13 and Rwy 31—CTAF.  
**COMMUNICATIONS:** CTAF 122.9  
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCN.  
DUBLIN (L) VORTAC 113.1 DBN Chan 78 N32°33.81' W82°49.80' 047° 33.9 NM to fld. 300/05W. HIWAS.

**LOWER CHATTAHOOCHEE RGNL** (See CUTHBERT)

**LUMPKIN CO-WIMPYS** (See DAHLONEGA)

**MACON** N32°41.47' W83°38.83' NOTAM FILE MCN. ATLANTA  
(H) VORTAC 114.2 MCN Chan 89 at Middle Georgia Rgnl. 381/01E. H-9B, 12F, L-181  
VOR portion unusable 085°-099°. VOR unusable 240°-280°.

RCO 122.4 122.2 122.1R. (MACON RADIO)

LOC I-LSF <b>110.7</b>	APCH CRS <b>327°</b>	Rwy Idg TDZE Arpt Elev <b>9300</b> <b>226</b> <b>232</b>	AL-146 [USA]	LAWSON AAF (KLSF)
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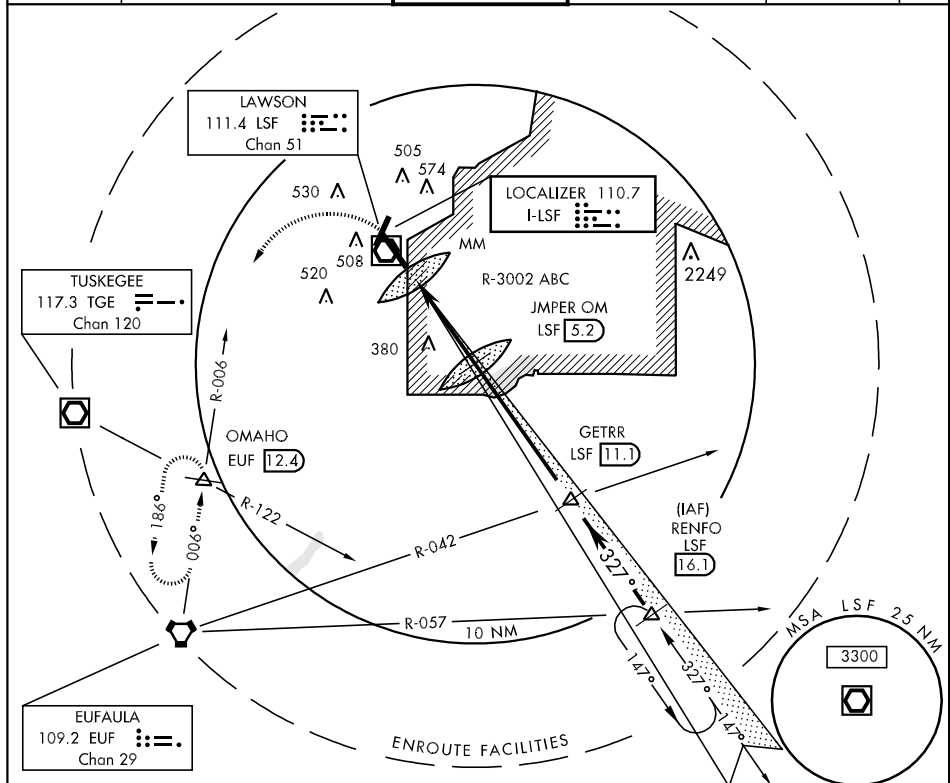
▼ \* Circling not authorized E of Rwy 15-33.

▲ NA when twr cld.



MISSED APPROACH: Climb to 1000 then climbing left turn to 2400 via EUF R-006 to OMAHO INT/EUF 12.4 DME and hold.

ATIS ★ <b>134.375</b>	ATLANTA APP CON <b>125.5 323.1</b> blw 7000 <b>126.55 353.75</b> 7000 and abv	LAWSON TOWER ★ <b>119.05 269.525</b>	GND CON <b>121.7 254.25</b>	CLNC DEL <b>121.7 251.15</b>	ASR/ PAR
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1000 ↑	2400 EUF R-006	OMAHO EUF 12.4	JMPER OM 5.2	GETRR EUF R-042 11.1	RENFO EUF R-057 16.1	ELEV 232	HIRL Rwy 15-33
GS 3.00° TCH 55	MM 0.9	2.1	1454	3000	2200	327°	380
0.5	3.8 NM						319
CATEGORY	A	B	C	D			330
S-ILS 33	426/24	200 (200-½)	426/40	200 (200-¾)			370
S-LOC 33	640/40	414 (500-¾)	640/50	414 (500-1)			327° 4.4 NM from OM
CIRCLING *	820-1	588 (600-1)	840-1¾ 608 (700-1¾)	880-2 648 (700-2)			327° 4.4 NM from OM
							LOC FAF to MAP 4.4 NM
							Knots
							60 90 120 150 180
							Min:Sec
							4:24 2:56 2:12 1:46 1:28

APCH CRS **147°**  
Rwy ldg **10,000**  
TDZE **226**  
Arpt Elev **232**

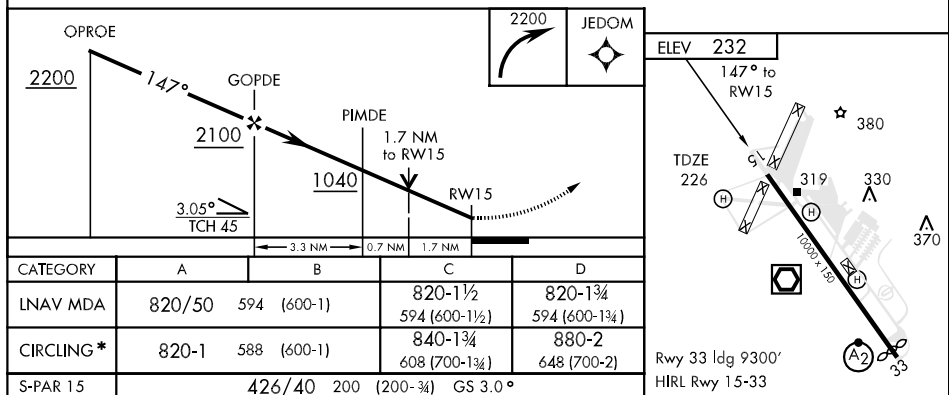
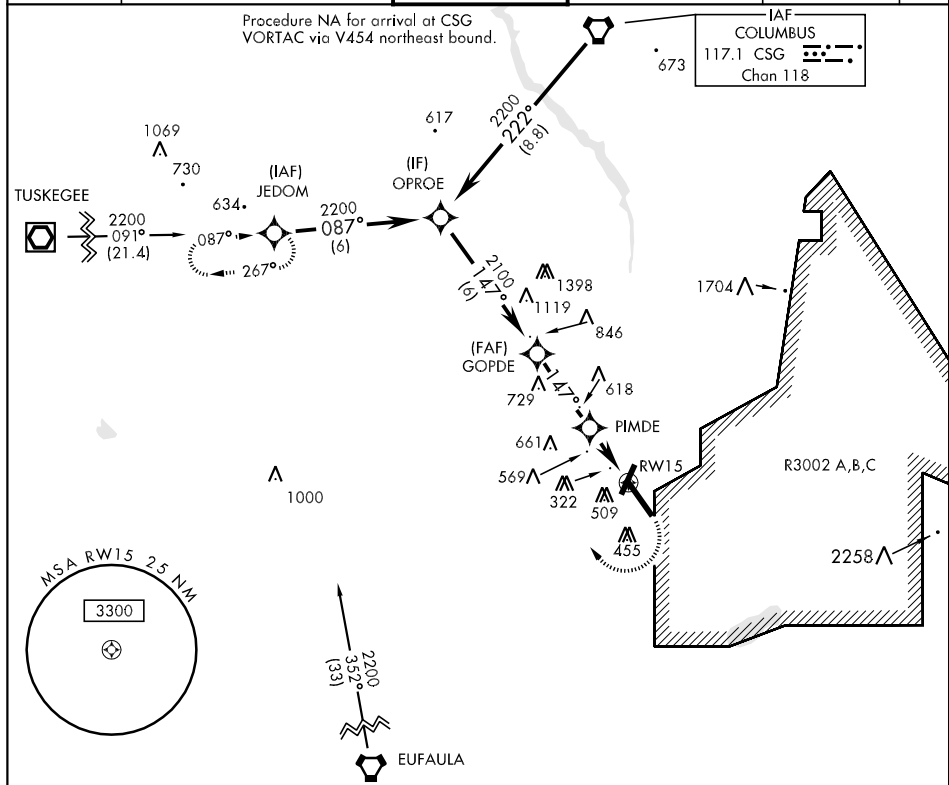
AL-146 [USA]

LAWSON AAF (KLSF)

▼ \* Circling not authorized E of Rwy 15-33.  
▲ DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2200 direct JEDOM and hold.

ATIS ★ <b>134.375</b>	ATLANTA APP CON <b>125.5 323.1</b> blw 7000 <b>126.55 353.75</b> 7000 and abv	LAWSON TOWER ★ <b>119.05 269.525</b>	GND CON <b>121.7 254.25</b>	CLNC DEL <b>121.7 251.15</b>	ASR/ PAR
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APCH CRS <b>327°</b>	Rwy Idg <b>9300</b>
	TDZE <b>226</b>
	Arpt Elev <b>232</b>

AL-146 [USA]

LAWSON AAF (KLSF)

▼ \*When ALS inop, increase CAT D vis to 1½ miles.

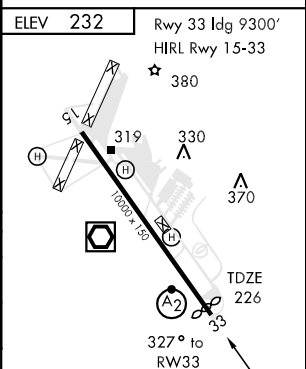
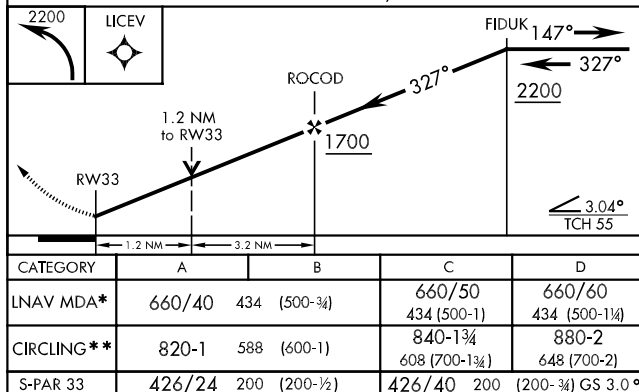
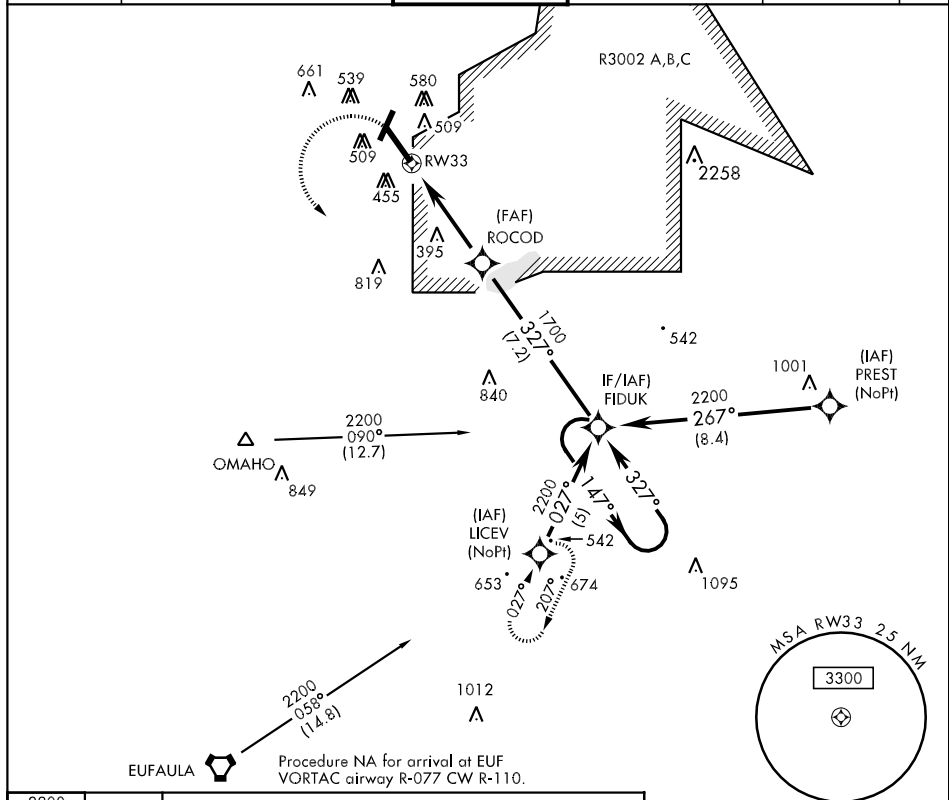
▲ \*\*Circling not authorized E of Rwy 15-33.

DME/DME RNP-0.3 NA.



MISSED APPROACH: Climbing left turn to 2200 direct LICEV and hold.

ATIS ★ <b>134.375</b>	ATLANTA APP CON <b>125.5 323.1</b> blw 7000 7000 and abv	LAWSON TOWER ★ <b>119.05 269.525</b>	GND CON <b>121.7 254.25</b>	CLNC DEL <b>121.7 251.15</b>	ASR/ PAR
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VOR/DME LSF <b>111.4</b> Chan <b>51</b>	APCH CRS <b>028°</b>	Rwy Idg TDZE Arpt Elev <b>232</b>	N/A N/A
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AL-146 [USA]

LAWSON AAF (KLSF)

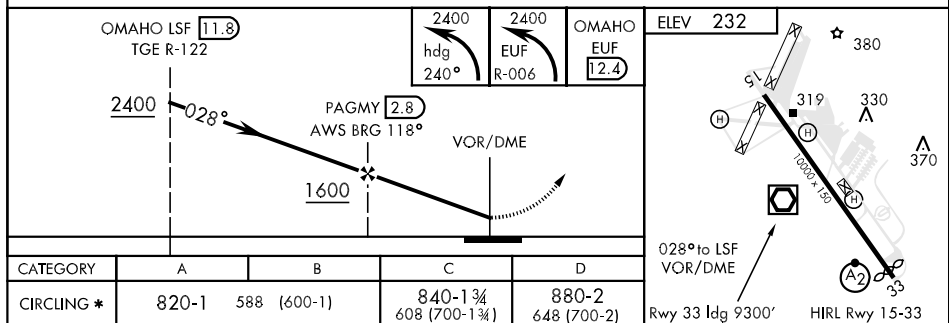
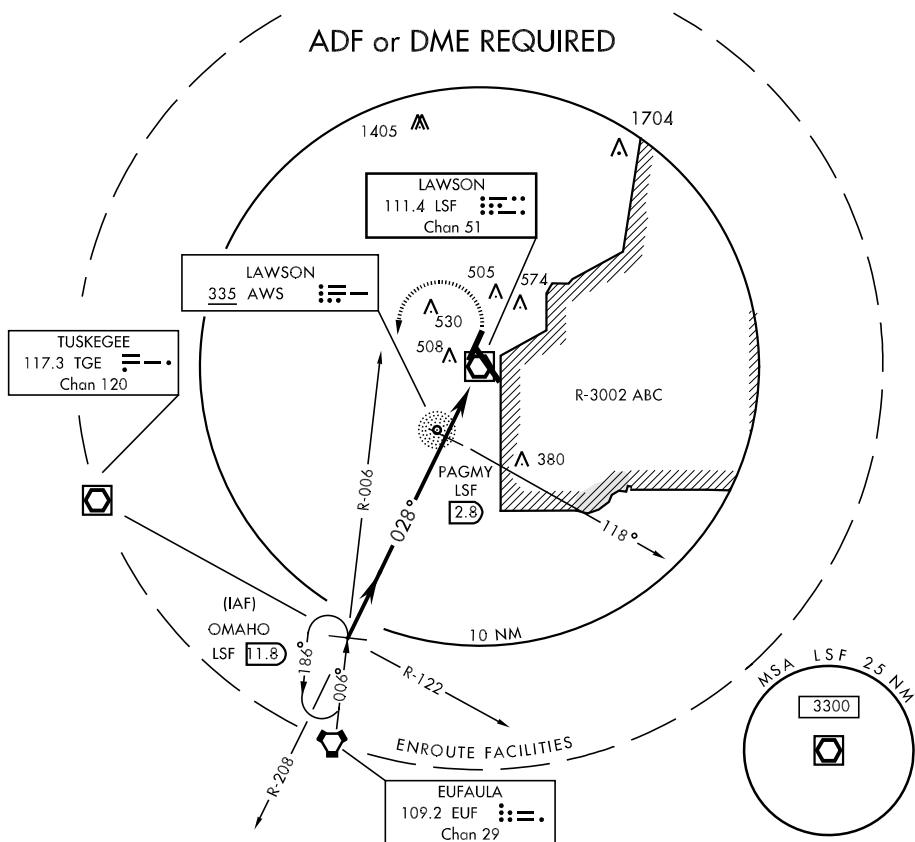
▼ \* Circling not authorized E of Rwy 15-33.

▲ NA when tower closed.

MISSED APPROACH: Climbing left turn to 2400 via heading 240° and Euf VORTAC R-006 to OMAHO INT/EUF 12.4 and hold.

ATIS ★ <b>134.375</b>	ATLANTA APP CON <b>125.5 323.1</b> blw 7000 <b>126.55 353.75</b> 7000 and abv	LAWSON TOWER ★ <b>119.05 269.525</b>	GND CON <b>121.7 254.25</b>	CLNC DEL <b>121.7 251.15</b>	ASR/ PAR
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# ADF or DME REQUIRED



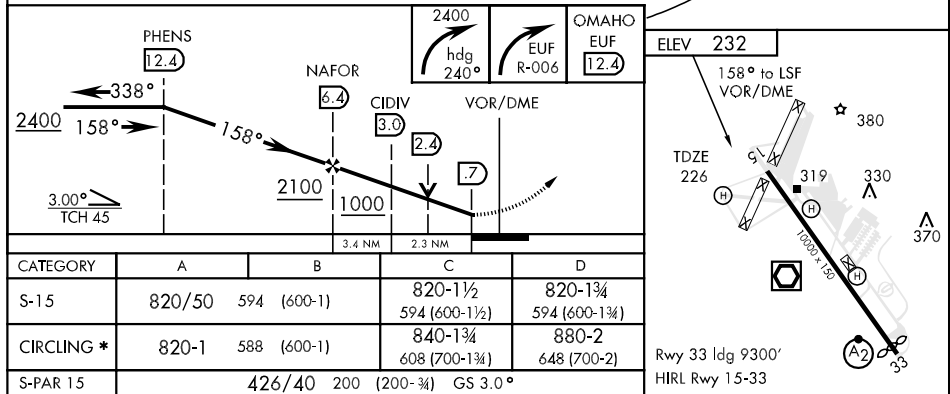
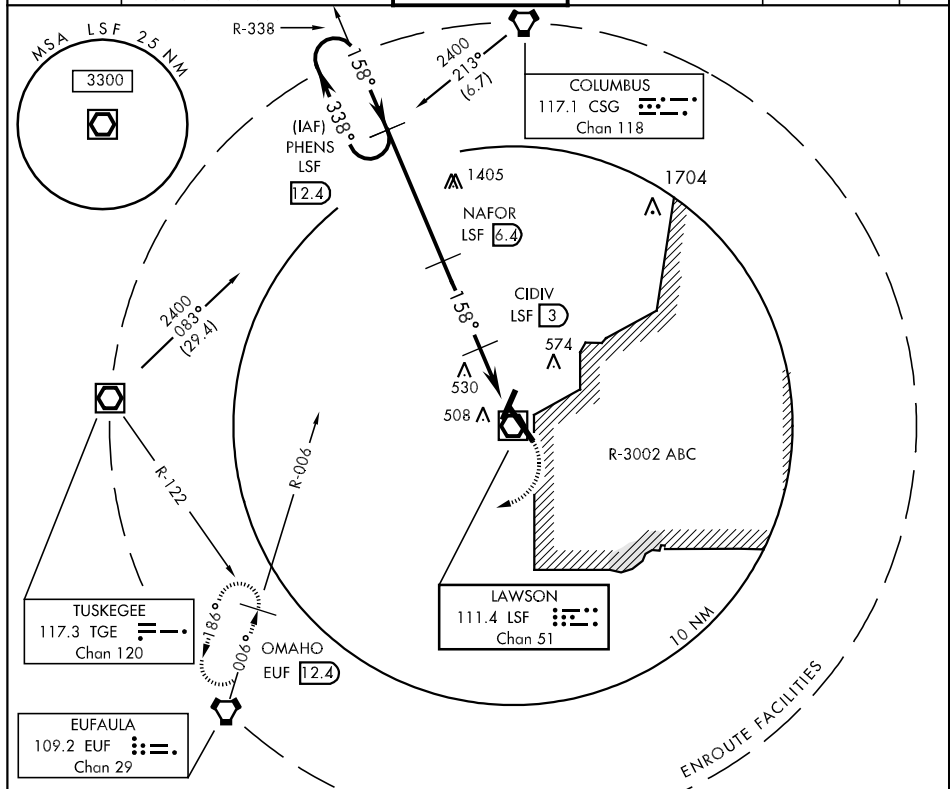
VOR/DME LSF <b>111.4</b> Chan <b>51</b>	APCH CRS <b>158°</b>	Rwy Idg <b>10000</b> TDZE <b>226</b> Arpt Elev <b>232</b>
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AL-146 [USA]

LAWSON AAF (KLSF)

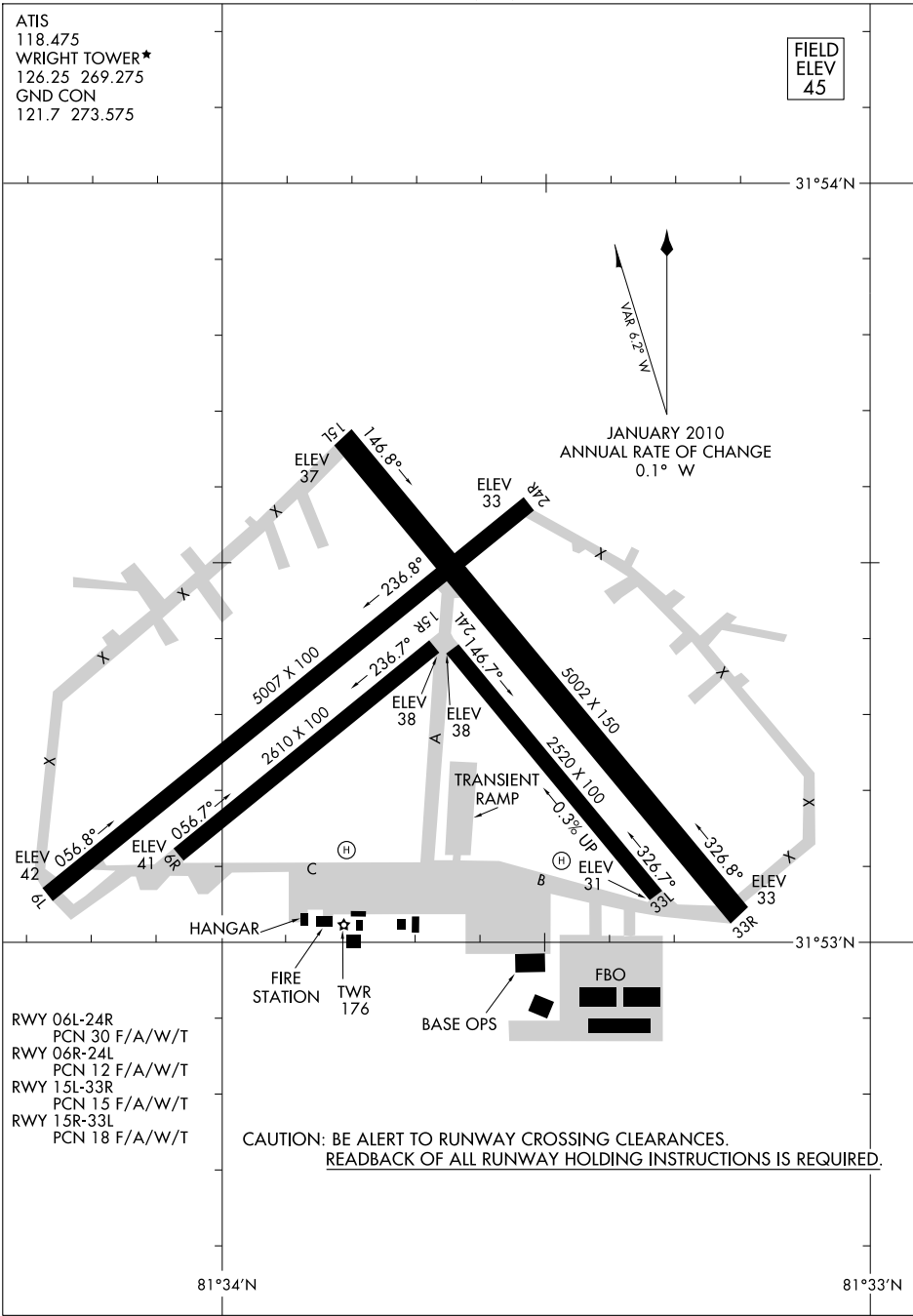
<p>▼ * Circling not authorized E of Rwy 15-33.</p> <p>▲</p>	<p>MISSED APPROACH: Climbing right turn to 2400 via heading 240° and EUF R-006 to OMAHO INT/EUF 12.4 DME and hold.</p>
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<p>ATIS ★ <b>134.375</b></p>	<p>ATLANTA APP CON <b>125.5 323.1</b> blw 7000 <b>126.55 353.75</b> 7000 and abv</p>	<p>LAWSON TOWER ★ <b>119.05 269.525</b></p>	<p>GND CON <b>121.7 254.25</b></p>	<p>CLNC DEL <b>121.7 251.15</b></p>	<p>ASR/ PAR</p>
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SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010



# FOLKSTON

**DAVIS FLD** (3J6) 3 SW UTC-5(-4DT) N30°47.78' W82°01.69'

JACKSONVILLE

68 B TPA-1068(1000) NOTAM FILE MCN

**RWY 18-36:** H2500X50 (ASPH) S-12.5 MIRL

**RWY 18:** Trees. **RWY 36:** Thld dsplcd 650'. Trees.

**AIRPORT REMARKS:** Unattended. Lgtd 272' AGL twr 1000' W. Rwy 18-36 cracked badly, faded and grass in cracks.

MIRL Rwy 18-36 preset low ints dusk-0130Z†. After 0130Z† ACTIVATE-CTAF.

**COMMUNICATIONS:** CTAF 122.9

**FOOTHILLS** N34°41.75' W83°17.86' NOTAM FILE AND.

ATLANTA

(H) VORTAC 113.4 ODF Chan 81 179° 6.1 NM to Toccoa RG Letourneau Fld. 1700/00E.

H-9B, L-25B

**RCO 122.1R 113.4T** (ANDERSON RADIO)

**FORT BENNING** (See LAWSON AAF)

# FORT STEWART (HINESVILLE)

**WRIGHT AAF (FORT STEWART)/MIDCOAST RGNL** (LHW) (KLHW) CIV/MIL 3 NE

JACKSONVILLE

UTC-5(-4DT) N31°53.30' W81°33.70'

H-9B, 12F, L-24H

45 B **FUEL** 100LL, JET A TPA-See Remarks NOTAM FILE LHW

DIAP, AD

**RWY 06L-24R:** H5007X100 (ASPH) PCN 30 F/A/W/T HIRL

**RWY 06L:** PAPI(P4L)-GA 3.0° TCH 46'. Trees. Rgt tfc. **RWY 24R:** Trees.

**RWY 15L-33R:** H5002X150 (ASPH) PCN 15 F/A/W/T HIRL

**RWY 15L:** Trees. **RWY 33R:** ODALS. PAPI(P4L)-GA 3.0° TCH 65'. Trees.

**RWY 06R-24L:** H2610X100 (ASPH) PCN 12 F/A/W/T

**RWY 06R:** Trees. **RWY 24L:** Trees.

**RWY 15R-33L:** H2520X100 (ASPH) PCN 18 F/B/W/T 0.3% up NW

**RWY 15R:** Trees. **RWY 33L:** Trees.

**MILITARY SERVICE:** **FUEL** J8 avbl FBO, C912-877-4359 (NC 100LL) Mon-Fri 1300-0600Z†, except holidays, other times 24 hr PPR. Tran fuel PPR, ctc Base OPS DSN 475-3065/66.

**AIRPORT REMARKS:** Attended Mon-Fri 1200-0000Z†, Sat-Sun 1300Z-2200Z† except holidays. Rwy 15R-33L and Rwy 06R-24L CLOSED to fixed wing acft. R3005 1.4 NM NW of afld. Extensive rotary wing training minimum lgt SS-SR. Skid run-on ldg rstd to Rwy 15R-33L, and Rwy 06R-24L. Deer and pig hazard. Ctc twr prior to entering Class D Airspace. Twy D and Twy E non-movement areas clsd to fixed wing takeoff and landing. Rotary wing use with prior approval. Antenna 5' high 300' from apch end Rwy 33R lgt. Lgtd antenna 120' 1/4 NM SW of afld. Expect high personnel/equipment activity between hangar and tran ramp. TPA-Rotary Wing 745(700), fixed wing 1545(1500). Fixed wing rgt tfc Rwy 06L, 33R. No overflight of cantonment area or city of Hinesville blo 1000' AGL. When twr and Marne radio both clsd ACTIVATE HIRL, PAPI, ODAL Rwy 33R, HIRL, PAPI Rwy 06L, Twy A, B, and C-CTAF.

**MILITARY REMARKS:** Opr Mon-Fri 1100-0300Z† except hol. **RSTD** All Mil PPR and Mil tran acft ctc Base OPS DSN 475-3066/65, C912-435-3065/66. Rotary wing acft pilots planning to conduct opr within R3005 must receive a range briefing prior to any opr. Briefing shall be accomplished at least 4 hrs prior to flt on the reservation. Aviators briefed in the last 6 months may receive a telephonic up-date briefing. Ctc, Hunter AAF OPS DSN 729-2523/6207, Mon-Fri 1200-0100Z†. **MISC** For range info monitor 239.025. Mooring/tie-down straps not avbl. Trees rstd visibility from NE thru SE and NW to 3/4 sm. Trees rstd visibility SW to 1/4 sm. No skid equipped acft permitted on black asph apron south of Twy B and Twy C. Auto AN/FMQ-19 ASOS in use located 1000' south of midfield Rwy 06L augmented during airfield opr hrs for tornado, funnel cloud, waterspout, hail or ATC/wx personnel suspect unreliable obsn. ASOS obsn avbl 24 hrs at DSN 475-3087, C912-435-3087. KSVN forecaster avbl Mon 0300Z†-Sat 0300Z† exc holidays. DSN 729-5467, C912-315-5467 or 26 OWS 24 hrs DSN 781-1220, C318-456-1220.

**COMMUNICATIONS:** CTAF 126.25 ATIS 118.475 PTD 276.025

**MARNE RADIO** 127.35 279.625 41.3 (Mon 1230Z†-Fri 0400Z†, Sat-Sun 1230-0400Z†, exc holidays)

Ⓡ **SAVANNAH APP/DEP CON** 120.4 353.775 (1100-0500Z†), other times ctc

Ⓡ **JAX CENTER APP/DEP CON** 120.85 322.5

**TOWER** 126.25 269.275 (Mon-Fri 1230-0400Z†, except holidays) **GND CON** 121.7 273.575

**BASE OPS** 38.7 Opr Mon-Fri 1100-0300Z†, except holidays **RANGE RADIO** 239.025 **FLT FLW** 127.35 279.625 41.3

**AIRSPACE:** CLASS D svc Mon-Fri 1230-0400Z†, except holidays other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE SVN.

**HUNTER (T) VOR/DME** 111.6 SVN Chan 53 N32°00.72' W81°08.45' 253° 22.7 NM to fld. 40/2W

DME unusable:

195°-200° blo 1,800'

201°-225° blo 1,800'

**MCINTOSH NDB (MHW)** 263 MOQ N31°49.83' W81°30.59' 327° 4.4 NM to fld. NOTAM FILE MCN.

**COMM/NAV/WEATHER REMARKS:** Radar see Terminal FLIP for Radar Minima. Twr will open for JOSAC missions. DSN 870-3010/2133. When Base OPS clsd, ctc Hunter Base OPS DSN 729-5110. See FLIP AP/1 Flt Hazards and Supplementary Arpt Remark. When twr CLOSED monitor CTAF 126.25 alternate 269.275.

NDB MOQ	APP CRS	Rwy Idg	5002
<b>263</b>	<b>329°</b>	TDZE	<b>40</b>
		Apt Elev	<b>46</b>

## NDB RWY 33R

WRIGHT AAF (FORT STEWART)/MIDCOAST RGNL (LHW)

Inoperative table does not apply to ODALS Rwy 33R.  
 Circling NA east of Rwy 15L/33R.  
 Visibility reduction by helicopters NA.  
 When local altimeter setting not received, use Savannah  
 altimeter setting and increase all MDA 60 feet, S-33R Cat.  
 C/D visibility  $\frac{1}{4}$  mile, and Circling Cat. C visibility  $\frac{1}{4}$  mile.  
 NA when R3005C/D or R3007C is active and LHW tower is closed.

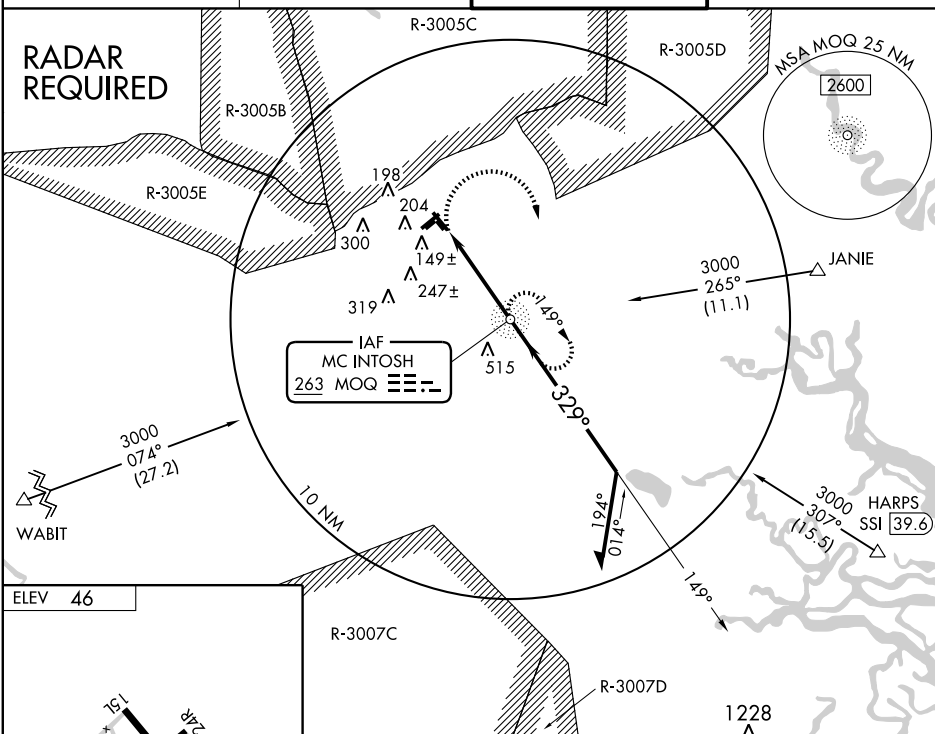
ODALS



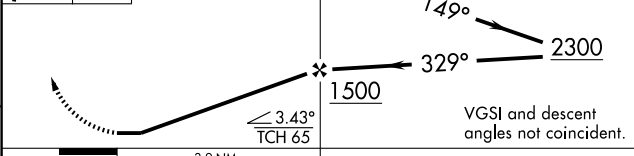
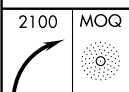
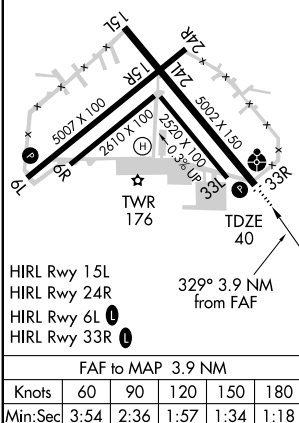
MISSED APPROACH: Climbing right turn  
 to 2100 direct MOQ NDB and hold,  
 continue climb in hold to 2100.

ATIS ★	SAVANNAH APP CON ★	WRIGHT TOWER ★	GND CON
<b>118.475 239.025</b>	<b>120.4 353.775</b>	<b>126.25 (CTAF) 0 269.275</b>	<b>121.7 273.575</b>

RADAR REQUIRED



ELEV 46



CATEGORY	A	B	C	D
S-33R	500-1 460 (500-1)		500-1 $\frac{1}{4}$ 460 (500-1 $\frac{1}{4}$ )	500-1 $\frac{1}{2}$ 460 (500-1 $\frac{1}{2}$ )
CIRCLING	560-1 514 (600-1)		600-1 $\frac{1}{2}$ 554 (600-1 $\frac{1}{2}$ )	600-2 554 (600-2)

APP CRS	Rwy Idg	<b>5007</b>
<b>055°</b>	TDZE	<b>45</b>
	Apt Elev	<b>46</b>

**RNAV (GPS) RWY 6L**

WRIGHT AAF (FORT STEWART)/MIDCOAST RGNL (LHW)



DME/DME RNP-0.3 NA.

When local altimeter setting not received, use Savannah altimeter setting and increase all MDA 60 feet, LNAV Cat. C and D visibility  $\frac{1}{4}$  mile, and Circling Cat. C visibility  $\frac{1}{4}$  mile.

Circling NA northeast of Rwy 15L/33R.

VDP NA using Savannah altimeter setting.

NA when R3005C/D or R3007C is active and LHW tower is closed.

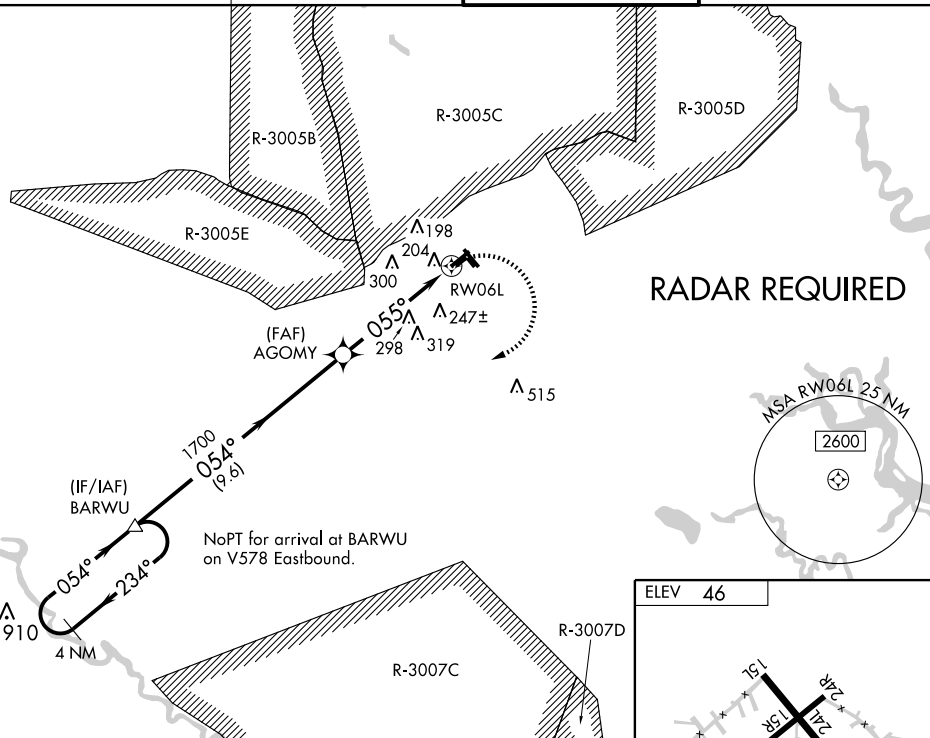
MISSED APPROACH: Climbing right turn to 3000 direct BARWU and hold.

ATIS ★  
**118.475 239.025**

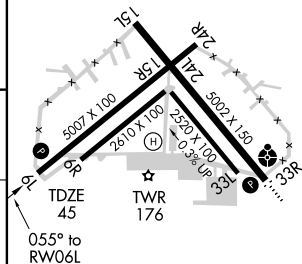
SAVANNAH APP CON ★  
**120.4 353.775**

WRIGHT TOWER ★  
**126.25 (CTAF) 0 269.275**

GND CON  
**121.7 273.575**

**RADAR REQUIRED**

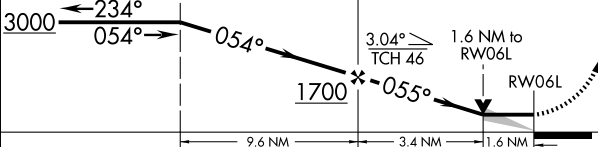
ELEV 46

4 NM  
Holding Pattern

BARWU

AGOMY

3000 BARWU  
△



CATEGORY	A	B	C	D
LNAV MDA	600-1 555 (600-1)		600-1½ 555 (600-1½)	600-1¾ 555 (600-1¾)
CIRCLING	600-1 554 (600-1)		600-1½ 554 (600-1½)	600-2 554 (600-2)

HIRL Rwy 15L  
HIRL Rwy 24R  
HIRL Rwy 6L 0  
HIRL Rwy 33R 0

APP CRS **325°**  
 Rwy Idg **5002**  
 TDZE **40**  
 Apt Elev **46**

# RNAV (GPS) RWY 33R

WRIGHT AAF (FORT STEWART)/MIDCOAST RGNL (LHW)



Inoperative table does not apply to ODALS Rwy 33R.  
 DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
 When local altimeter setting not received, use Savannah  
 altimeter setting and increase all MDA 60 feet and Circling  
 Cat. C visibility ¼ mile.  
 Circling NA northeast of Rwy 15L/33R.  
 NA when R3005C/D is active and LHW tower is closed.

ODALS



MISSED APPROACH: Climbing right  
 turn to 4000 direct HARPS and hold.

ATIS ★

118.475 239.025

SAVANNAH APP CON ★

120.4 353.775

WRIGHT TOWER ★

126.25 (CTAF) 0 269.275

GND CON

121.7 273.575

RADAR REQUIRED

MSA RW33R 25 NM

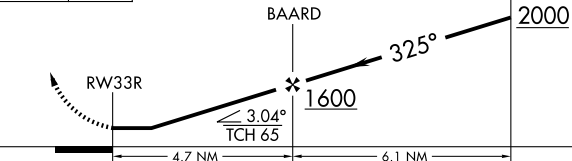
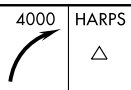
2600

ELEV 46

R-3007C

R-3007D

1228



CATEGORY	A	B	C	D
LNVA MDA	480-1	440 (500-1)	480-1¼ 440 (500-1¼)	480-1½ 440 (500-1½)
CIRCLING	560-1	514 (600-1)	600-1½ 554 (600-1½)	600-2 554 (600-2)

HIRL Rwy 15L  
 HIRL Rwy 24R  
 HIRL Rwy 6L  
 HIRL Rwy 33R





**FRANKLIN CO** (See CANON)

**FULTON CO ARPT-BROWN FLD** (See ATLANTA)

**GAINESVILLE** N34°16.76' W83°49.49'

RCO 122.55 (MACON RADIO) at Lee Gilmer Meml.

ATLANTA

L-18J

## GAINESVILLE

**LEE GILMER MEML** (GVL) 0 S UTC-5(-4DT) N34°16.36' W83°49.81'

1276 B S3 FUEL 100LL, JET A1+ OX 1 NOTAM FILE GVL

RWY 05-23: H5500X100 (ASPH-GRVD) S-20 HIRL 0.8% up SW

RWY 05: REIL. PAPI(P2L)—GA 3.0° TCH 30'.

RWY 23: PAPI(P2L)—GA 3.0° TCH 30'. Thld dspcd 400'. Trees.

RWY 11-29: H4001X100 (ASPH) S-20 0.3% up NW

RWY 11: Trees. RWY 29: Trees.

**AIRPORT REMARKS:** Attended dailgt hours. 24 hr self svc fuel with credit card. Deer on and invof all rws. ACTIVATE HIRL Rwy 05-23 and REIL Rwy 05—CTAF.

**WEATHER DATA SOURCES:** ASOS 126.475 (770) 532-4687.

**COMMUNICATIONS:** CTAF/UNICOM 123.075

GAINESVILLE RCO 122.55 (MACON RADIO)

Ⓡ ATLANTA APP/DEP CON 132.475 (1115-0500Z‡)

Ⓡ ATLANTA CENTER APP/DEP CON 127.5 (0500-1115Z‡)

CLNC DEL 134.8 (0500-1115Z‡)

GCO 121.725 (ATLANTA APP/DEP)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AHN.

ATHENS (H) VORTAC 109.6 AHN Chan 33 N33°56.86'

W83°19.49' 308° 31.8 NM to fld. 790/00E. HIWAS.

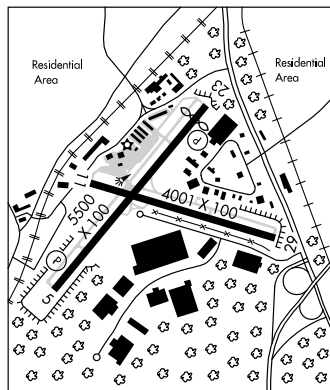
FLOWERY BRANCH NDB (MHW) 365 FKV N34°12.20' W83°54.38'

045° 5.6 NM to fld. NOTAM FILE MCN.

ILS/DME 110.55 I-GVL Chan 42(Y) Rwy 05.

LOC unusable byd 25° left of course. GS unusable 4° left of course.

**COMM/NAV/WEATHER REMARKS:** Clnc del provided by Gainesville RCO on frequency 122.55 (1115-0500Z‡)



**GILMER CO** (See ELLIJAY)

**GREENE CO RGNL** (See GREENSBORO)

## GREENSBORO

**GREENE CO RGNL** (3J7) 3 NE UTC-5(-4DT) N33°35.88' W83°08.30'

677 B FUEL 100LL, JET A NOTAM FILE MCN

RWY 07-25: H5500X75 (ASPH) S-33, D-50, 2D-80 MIRL

RWY 07: PAPI(P2L)—GA 3.0° TCH 40'. Thld dspcd 100'. Trees.

RWY 25: PAPI(P4L). Trees.

**AIRPORT REMARKS:** Attended 1300-2200Z‡. Self fuel with credit card avbl 24 hrs, call 706-453-2715. Fuel svc avbl 1300-2200Z‡. PAPI Rwy 07 and Rwy 25 opr continuously and MIRL Rwy 07-25 preset medium ints dusk-dawn, to increase ints or ACTIVATE MIRL Rwy 07-25—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 124.525 (706) 453-0017. Wind unreliable.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ ATLANTA APP/DEP CON 127.5 (1115-0500Z‡)

Ⓡ ATLANTA CENTER APP/DEP CON 127.5 (0500-1115Z‡)

GCO 121.725 (MACON RADIO)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AHN.

ATHENS (H) VORTAC 109.6 AHN Chan 33 N33°56.86'

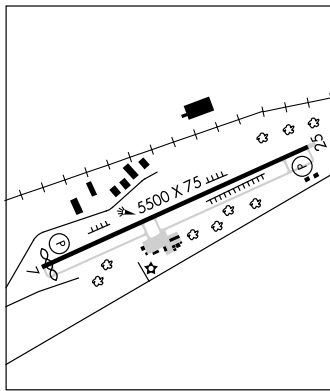
W83°19.49' 156° 22.9 NM to fld. 790/00E. HIWAS.

JUNNE NDB (MHW/LOM) 353 VV N33°38.77' W83°01.25' 249°

6.6 NM to fld. NOTAM FILE MCN.

ILS/DME 110.9 I-VVM Chan 46 Rwy 25. LOC only. LOM

JUNNE NDB. LOC unusable inside 1.4 DME/0.5 NM from thld. LOC/DME unmonitored 2300-1300Z‡.



ATLANTA

H-9B, 12F, L-18J

IAP

(DIFFI.DIFFI1) 10210

# DIFFI ONE ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA

ATLANTA APP CON  
119.8  
FULTON COUNTY ATIS  
120.175  
DEKALB-PEACHTREE ATIS  
128.4  
DOBBINS ARB ATIS \*  
269.5

ROME  
115.4 RMG  
Chan 101

CARTERSVILLE

CHEROKEE COUNTY

LEE GILMER  
MEMORIAL

COBB COUNTY-  
McCULLUM FIELD

DOBBINS  
DOB  
Chan 77

GWINNETT COUNTY-  
BRISCOE FIELD

PAULDING CO  
RGNL

DOBBINS  
ARB

DEKALB-  
PEACHTREE

DIFFI  
N33°48.86'  
W85°04.10'

TIINI  
N33°41.90'-W85°03.08'

VERTICAL NAVIGATION  
PLANNING INFORMATION

Expect clearance to cross at 5000.

TEMPO  
N33°36.68'  
W85°02.32'

NANNC  
N33°23.32'  
W85°06.32'

NOTE: DME required from LGC VORTAC to TEMPO INT.  
NOTE: This procedure applicable to turboprop and  
turbojet aircraft operating at or above 7000.

BUUZZ

N33°16.66'-W85°08.30'

VERTICAL NAVIGATION  
PLANNING INFORMATION

Turbojets expect clearance to cross at 11000.  
Turboprops expect clearance to cross BUUZZ at 7000.

LAGRANGE  
115.6 LGC  
Chan 103  
N33°02.95' - W85°12.37'  
L-18, H-9-12

## ARRIVAL ROUTE DESCRIPTION

From LGC VORTAC via R-013 to  
TEMPO INT, then via RMG VORTAC  
R-172 to DIFFI INT. Expect radar vectors.

NOTE: Chart not to scale.

# DIFFI ONE ARRIVAL

(DIFFI.DIFFI1) 10210

ATLANTA, GEORGIA

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010



## NDB RWY 5

GAINESVILLE/ LEE GILMER MEMORIAL (GVL)

NDB FKV <b>365</b>	APP CRS <b>045°</b>	Rwy Idg TDZE Apt Elev	<b>5500</b> <b>1276</b> <b>1276</b>
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▼ If local altimeter setting not received, use Jefferson  
 ▲ altimeter setting and increase all MDAs 80 feet.  
 Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn  
 to 3100 direct FKV NDB and hold.

ASOS  
**126.475**

ATLANTA APP CON★  
**132.475 291.1**

GCO  
**121.725**

UNICOM  
**123.075** (CTAF) **0**

ANNYE

5500  
 182°  
 (23.1)

1740  
 1693  
 1620  
 1426  
 1710  
 4000  
 237°  
 (13.3)  
 MACEY  
 1683  
 1413

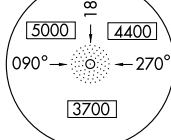
2220

ATHENS  
 109.6 AHN  
 Chan 33

2654

10 NM

MSA FKV 25 NM



3100 NoPT  
 033°  
 (14.9)  
 (IF/IAF)  
 LOGEN

ELEV 1276

One Minute  
 Holding Pattern

3100  
 224°  
 044°

VGSI and descent angles  
 not coincident.

NDB

045°

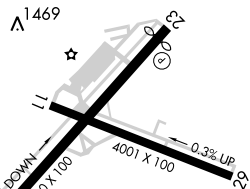
3.31°  
 TCH 30

5.1 NM

3100

FKV

365



TDZE 1276

045° 5.1 NM  
 from FAF

REIL Rwy 5

HIRL Rwy 5-23

CATEGORY	A	B	C	D
S-5	1820-1	544 (600-1)	1820-1½ 544 (600-1½)	1820-1¾ 544 (600-1¾)
CIRCLING	1820-1	544 (600-1)	1820-1½ 544 (600-1½)	2040-2½ 764 (800-2½)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

WAAS CH <b>42605</b> <b>W05A</b>	APP CRS <b>044°</b>	Rwy Idg TDZE Apt Elev	<b>5500</b> <b>1276</b> <b>1276</b>
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## RNAV (GPS) RWY 5

GAINESVILLE/ LEE GILMER MEMORIAL (GVL)

**▼** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17° C (2° F) or above 46° C (114° F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Jefferson altimeter setting and increase all DA/MDA 80 feet, LPV and LNAV/VNAV all Cts visibilities ¼ mile, LNAV Cat D visibility ¼ mile and Circling Cat C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Jefferson altimeter setting.

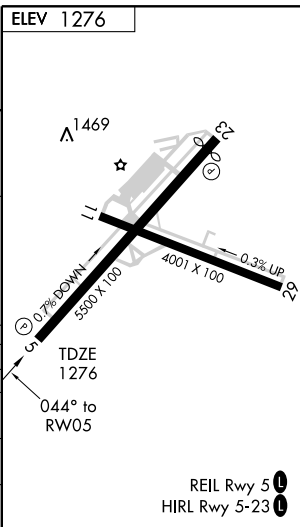
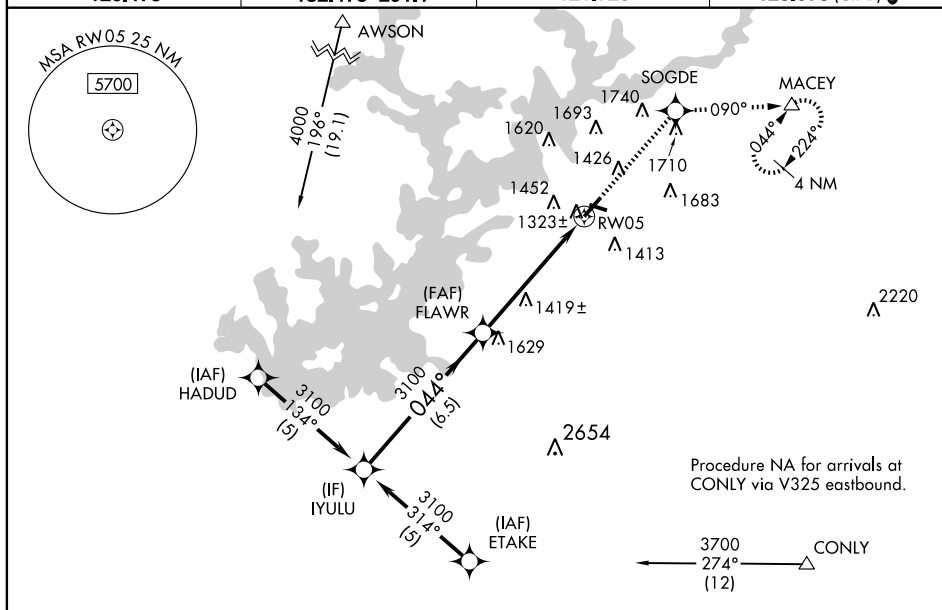
**MISSED APPROACH:** Climb to 4000 direct SOGDE and via 090° track to MACEY and hold, continue climb-in-hold to 4000.

ASOS  
**126.475**

ATLANTA APP CON★  
**132.475 291.1**

GCO  
**121.725**

UNICOM  
**123.075 (CTAF) ①**



VGSI and RNAV glidepath not coincident.				4000 ↑	SOGDE 	090° trk	MACEY 
Procedure Turn NA	IYULU	FLAWR					
	3100	044° →					
GS 3.00° TCH 43		3100		*1.5 NM to RW05		*LNAV only.	
	6.5 NM		4 NM		1.5 NM		
CATEGORY	A	B	C	D			
LPV DA	1526-1		250 (300-1)				
LNAV/ VNAV DA	1761-1¾		485 (500-1¾)				
LNAV MDA	1780-1 504 (600-1)		1780-1½		504 (600-1½)		
CIRCLING	1880-1 604 (700-1)		1880-1¾ 604 (700-1¾)		2060-2½ 784 (800-2½)		

WAAS CH <b>77605</b> <b>W23A</b>	APP CRS <b>224°</b>	Rwy Idg TDZE Apt Elev	<b>5100</b> <b>1272</b> <b>1276</b>
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# RNAV (GPS) RWY 23

GAINESVILLE/ LEE GILMER MEMORIAL (GVL)

**⚠** LNAV/VNAV NA when using Jefferson altimeter setting. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). When local altimeter setting not received, use Jefferson altimeter setting and increase all DAs/MDAs 80 feet, LPV all Cats visibility ¼ mile, LNAV Cats C and D ½ mile and Circling Cats C and D ¾ mile.

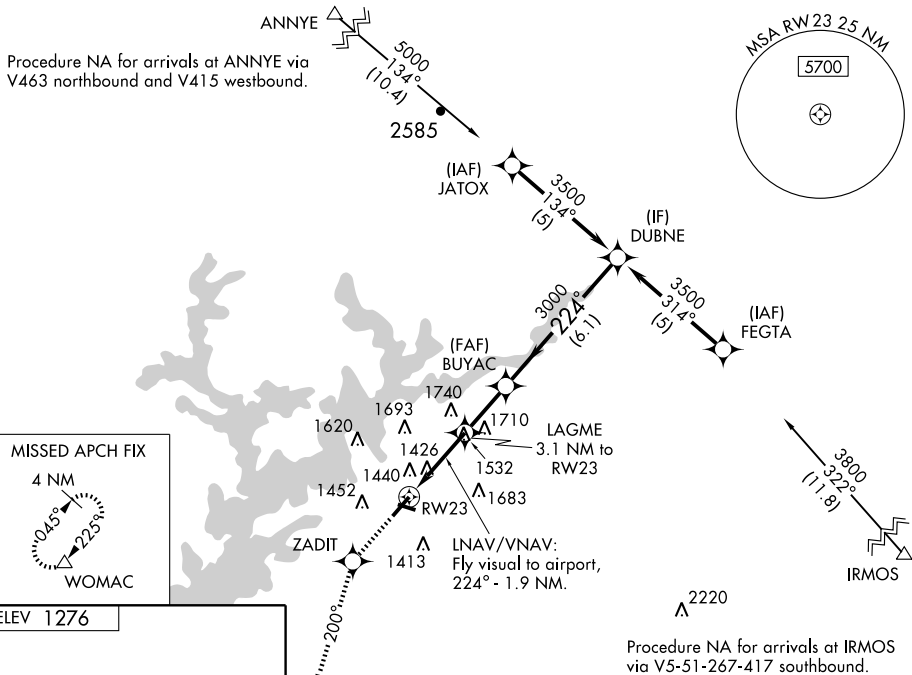
**MISSED APPROACH:** Climb to 4000 direct ZADIT and via 200° track to WOMAC and hold, continue climb-in-hold to 4000.

ASOS  
**126.475**

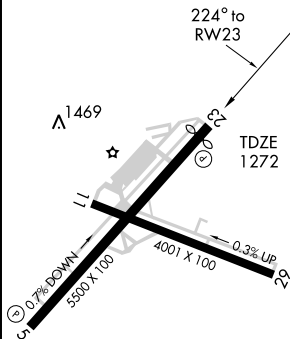
ATLANTA APP CON★  
**132.475 291.1**

GCO  
**121.725**

UNICOM  
**123.075 (CTAF) 0**



ELEV 1276



CATEGORY	A	B	C	D
LPV DA	1720-1¾ 448 (500-1¾)			
LNAV/VNAV DA	1882-2 610 (700-2)			
LNAV MDA	1840-1 568 (600-1)	1840-1½ 568 (600-1½)	1840-1¾ 568 (600-1¾)	1840-2 568 (600-2)
CIRCLING	1880-1 604 (700-1)	1880-1¾ 604 (700-1¾)	2060-2½ 784 (800-2½)	

**FRANKLIN CO** (See CANON)

**FULTON CO ARPT-BROWN FLD** (See ATLANTA)

**GAINESVILLE** N34°16.76' W83°49.49'

RCO 122.55 (MACON RADIO) at Lee Gilmer Meml.

ATLANTA

L-18J

## GAINESVILLE

**LEE GILMER MEML** (GVL) 0 S UTC-5(-4DT) N34°16.36' W83°49.81'

1276 B S3 FUEL 100LL, JET A1+ OX 1 NOTAM FILE GVL

RWY 05-23: H5500X100 (ASPH-GRVD) S-20 HIRL 0.8% up SW

RWY 05: REIL. PAPI(P2L)—GA 3.0° TCH 30'.

RWY 23: PAPI(P2L)—GA 3.0° TCH 30'. Thld dsplcd 400'. Trees.

RWY 11-29: H4001X100 (ASPH) S-20 0.3% up NW

RWY 11: Trees. RWY 29: Trees.

**AIRPORT REMARKS:** Attended dailgt hours. 24 hr self svc fuel with credit card. Deer on and invof all rws. ACTIVATE HIRL Rwy 05-23 and REIL Rwy 05—CTAF.

**WEATHER DATA SOURCES:** ASOS 126.475 (770) 532-4687.

**COMMUNICATIONS:** CTAF/UNICOM 123.075

GAINESVILLE RCO 122.55 (MACON RADIO)

Ⓡ ATLANTA APP/DEP CON 132.475 (1115-0500Z‡)

Ⓡ ATLANTA CENTER APP/DEP CON 127.5 (0500-1115Z‡)

CLNC DEL 134.8 (0500-1115Z‡)

GCO 121.725 (ATLANTA APP/DEP)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AHN.

ATHENS (H) VORTAC 109.6 AHN Chan 33 N33°56.86'

W83°19.49' 308° 31.8 NM to fld. 790/00E. HIWAS.

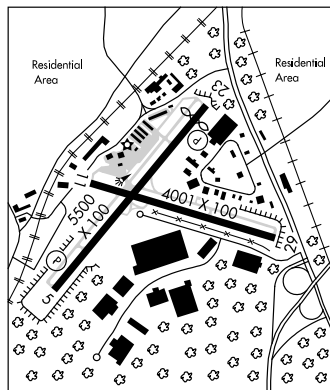
FLOWERY BRANCH NDB (MHW) 365 FKV N34°12.20' W83°54.38'

045° 5.6 NM to fld. NOTAM FILE MCN.

ILS/DME 110.55 I-GVL Chan 42(Y) Rwy 05.

LOC unusable byd 25° left of course. GS unusable 4° left of course.

**COMM/NAV/WEATHER REMARKS:** Clnc del provided by Gainesville RCO on frequency 122.55 (1115-0500Z‡)



**GILMER CO** (See ELLIJAY)

**GREENE CO RGNL** (See GREENSBORO)

## GREENSBORO

**GREENE CO RGNL** (3J7) 3 NE UTC-5(-4DT) N33°35.88' W83°08.30'

677 B FUEL 100LL, JET A NOTAM FILE MCN

RWY 07-25: H5500X75 (ASPH) S-33, D-50, 2D-80 MIRL

RWY 07: PAPI(P2L)—GA 3.0° TCH 40'. Thld dsplcd 100'. Trees.

RWY 25: PAPI(P4L). Trees.

**AIRPORT REMARKS:** Attended 1300-2200Z‡. Self fuel with credit card avbl 24 hrs, call 706-453-2715. Fuel svc avbl 1300-2200Z‡. PAPI Rwy 07 and Rwy 25 opr continuously and MIRL Rwy 07-25 preset medium ints dusk-dawn, to increase ints or ACTIVATE MIRL Rwy 07-25—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 124.525 (706) 453-0017. Wind unreliable.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ ATLANTA APP/DEP CON 127.5 (1115-0500Z‡)

Ⓡ ATLANTA CENTER APP/DEP CON 127.5 (0500-1115Z‡)

GCO 121.725 (MACON RADIO)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AHN.

ATHENS (H) VORTAC 109.6 AHN Chan 33 N33°56.86'

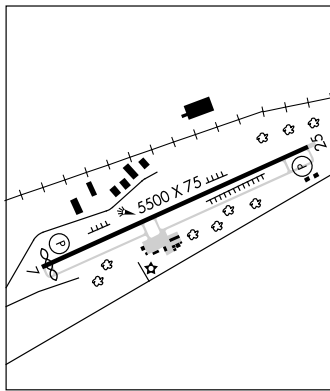
W83°19.49' 156° 22.9 NM to fld. 790/00E. HIWAS.

JUNNE NDB (MHW/LOM) 353 VV N33°38.77' W83°01.25' 249°

6.6 NM to fld. NOTAM FILE MCN.

ILS/DME 110.9 I-VVM Chan 46 Rwy 25. LOC only. LOM

JUNNE NDB. LOC unusable inside 1.4 DME/0.5 NM from thld. LOC/DME unmonitored 2300-1300Z‡.



ATLANTA

H-9B, 12F, L-18J

IAP

LOC/DME I-VVM  
**110.9**  
Chan **46**

APP CRS  
**249°**

Rwy Idg **5500**  
TDZE **689**  
Apt Elev **689**

**LOC RWY 25**

GREENSBORO/GREENE COUNTY RGNL (3J7)

**V** Visibility reduction by helicopters NA. When local altimeter setting not received, use Athens altimeter setting and increase all MDA 80 feet and increase S-25 Cat D visibility and Circling Cat C visibility ¼ mile. Localizer unusable ½ mile inbound.

**MISSED APPROACH:** Climbing right turn to 2700 direct VVM NDB and hold.

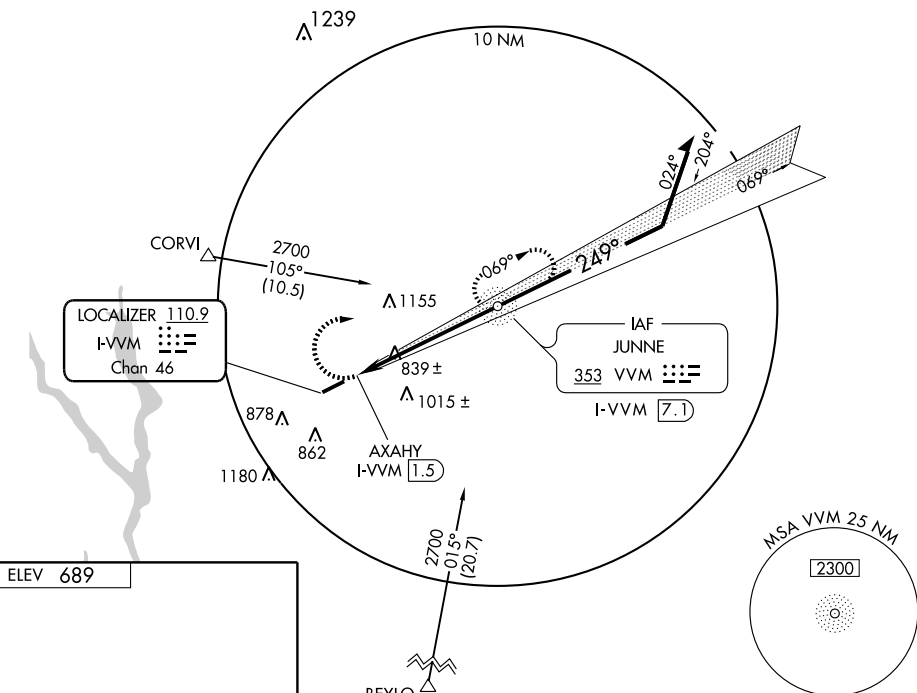
AWOS-3  
**124.525**

ATLANTA APP CON ★  
**127.5 316.05**

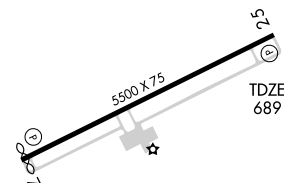
GCO  
**121.725**

UNICOM  
**122.8(CTAF) 0**

## ADF REQUIRED

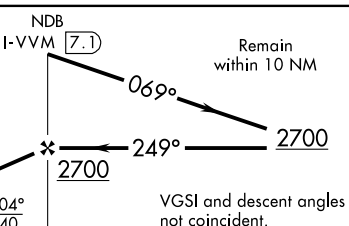
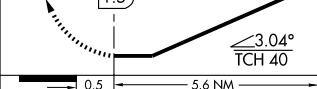
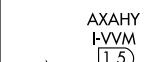
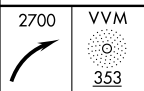


ELEV **689**



MIRL Rwy 7-25 0

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52



CATEGORY	A	B	C	D
S-25	1100-1 411 (500-1)	1100-1½ 411 (500-1½)		
CIRCLING	1220-1 531 (600-1)		1220-1½ 531 (600-1½)	1240-2 551 (600-2)



APP CRS **069°**  
Rwy Idg **5400**  
TDZE **678**  
Apt Elev **689**

**RNAV (GPS) RWY 7**  
GREENSBORO/ GREENE COUNTY RGNL (3J7)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
▲ When local altimeter setting not received, use Athens altimeter setting and increase all MDA 80 feet; increase LNAV Cat C and D visibility and Circling Cat C visibility ¼ mile.

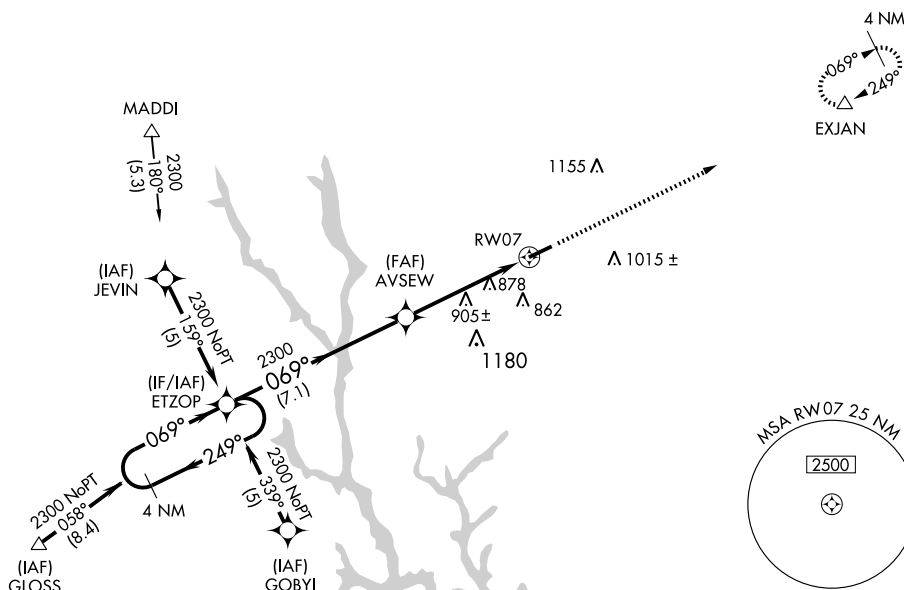
MISSED APPROACH: Climb to 2300 direct EXJAN and hold.

AWOS-3  
**124.525**

ATLANTA APP CON ★  
**127.5 316.05**

GCO  
**121.725**

UNICOM  
**122.8**(CTAF) **0**



Procedure NA for arrivals at BEYLO via V5-51-267 southbound.

4 NM  
Holding Pattern

2300 ← 249°  
069° → 2300

ETZOP

AVSEW

2300

EXJAN

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▲

▲

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3.04°

TCH 34

RW07

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▲

▲

CATEGORY	A	B	C	D
LNAV MDA	1160-1	482 (500-1)	1160-1½ 482 (500-1½)	1160-1½ 482 (500-1½)
CIRCLING	1220-1	531 (600-1)	1220-1½ 531 (600-1½)	1240-2 551 (600-2)

ELEV 689

TDZE 678

5500 X 75

069° to RW07

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MIRL Rwy 7-25 **0**

WAAS CH <b>70616</b> <b>W25A</b>	APP CRS <b>249°</b>	Rwy Idg TDZE Apt Elev	<b>5500</b> <b>689</b> <b>689</b>
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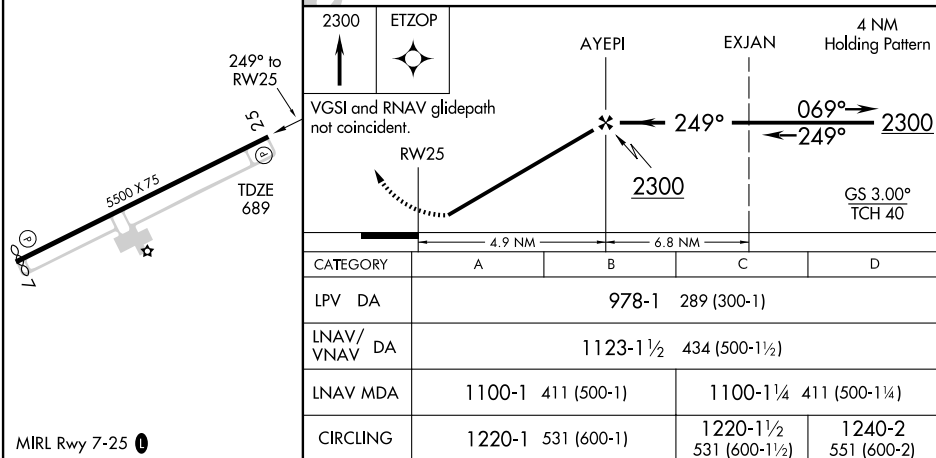
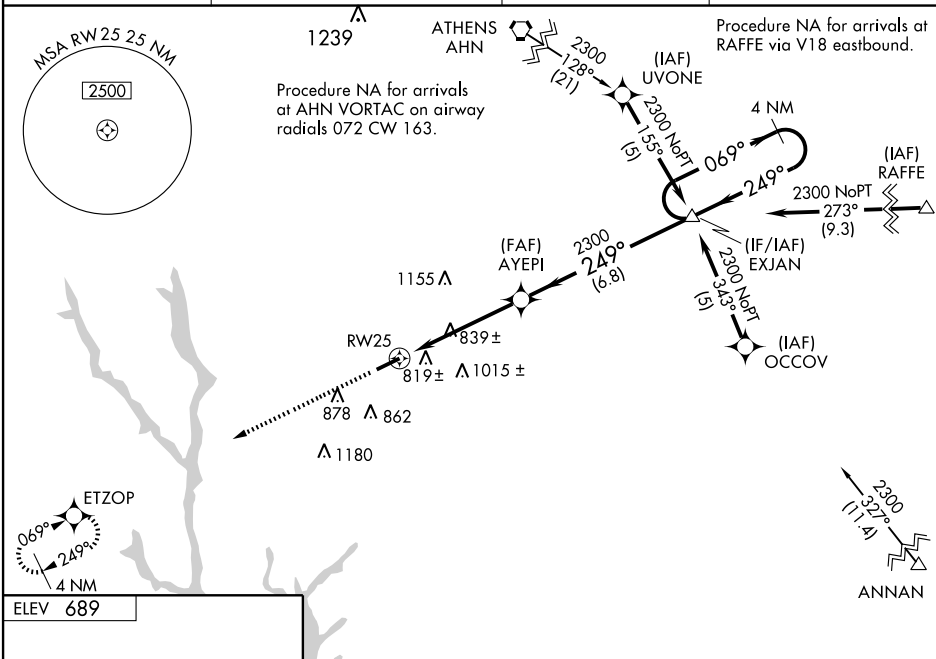
# RNAV (GPS) RWY 25

GREENSBORO/ GREENE COUNTY RGNL (3J7)

**⚠** Baro-VNAV NA when using Athens altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Athens altimeter setting and increase all DA 70 feet and all MDA 80 feet; increase LPV all Cats and LNAV/VNAV all Cats visibility ¼ mile, and LNAV Cat D and Circling Cat C visibility ¼ mile.

**MISSED APPROACH:** Climb to 2300 direct ETZOP and hold.

AWOS-3 <b>124.525</b>	ATLANTA APP CON ★ <b>127.5 316.05</b>	GCO <b>121.725</b>	UNICOM <b>122.8</b> (CTAF) <b>1</b>
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VORTAC AHN  
**109.6**  
Chan **33**

APP CRS  
156°

Rwy Idg	
TDZE	
Apt Elev	

689

VOR/DME-B  
GREENSBORO/GREENE COUNTY RGNL (3J7)

<b>T</b>	Visibility reduction by helicopters NA. When local altimeter setting not received use Athens altimeter setting and increase all MDA 80 feet and Circling Cat C visibility ¼ mile.
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**MISSED APPROACH:** Climbing left turn to 2300 via  
AHN VORTAC R-156 to URTAY/AHN 12 DME and hold.

AWOS-3  
124.525

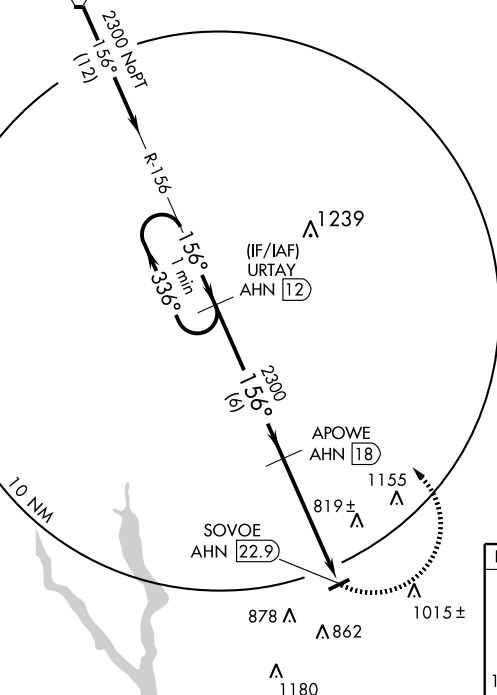
ATLANTA APP CON ★  
127.5 316.05

GCO  
121.725

UNICOM  
122.8 (CTAF) **L**

IAF  
ATHENS  
109.6 AHN   
Chan 33

Procedure NA for arrivals on  
AHN VORTAC airway radials  
104 CW 195.



MSA AHN 25 NM  
3700

ELEV 689

156° 4.9 NM  
from FAF

5500 X 75

★

### One Minute Holding Pattern

URTAY  
AHN 12

APOWE  
AHN 18

2300

URTAY  
AHN 12

$\frac{2300}{\leftarrow 336^{\circ}} \right| \leftarrow 156^{\circ} \rightarrow \frac{2300}{\rightarrow}$

2300

SOVOE  
AHN 22.9

CATEGORY

A

B

C

D

531 (600-1

531 (600-1

531 (600-1

51 (600-2)

MIRL Rwy 7-25 **L**

**GRIFFIN-SPALDING CO** (6A2) 1 S UTC-5(-4DT) N33°13.62' W84°16.50'

ATLANTA

958 B S4 FUEL 100LL, JET A TPA-1800(842) NOTAM FILE MCN

L-18J, A

RWY 14-32: H3701X75 (ASPH) S-26, D-30 MIRL 0.6% up NW

IAP

RWY 14: REIL. Thld displcd 200'. Trees.

RWY 32: REIL. PAPI(P2L)—GA 3.0° TCH 25'. Thld displcd 200'. Pole.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2000Z, Sat-Sun

1300-2300Z. 24 hr self-service fuel avbl. MIRL Rwy 14-32 and

PAPI Rwy 32 preset low ints dusk-dawn, to incr ints—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.75 (770) 227-3934.

**COMMUNICATIONS:** CTAF/UNICOM 123.075

Ⓡ ATLANTA APP/DEP CON 128.575 CLNC DEL 128.575

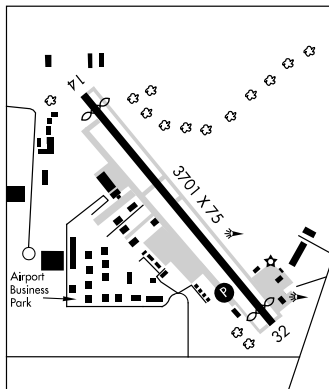
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ATL.

ATLANTA (H) VORTAC 116.9 ATL Chan 116 N33°37.75'

W84°26.11' 162° 25.4 NM to fld. 1000/00E.

GRIFFIN NDB (MHW) 412 JHH N33°11.06' W84°13.66'

321° 3.5 NM to fld. NOTAM FILE MCN.



**GWINNETT CO-BRISCOE FLD** (See LAWRENCEVILLE)

**GWNET** N34°01.20' W83°51.77' NOTAM FILE LZU.

ATLANTA

NDB (LOM) 419 TX 245° 5.6 NM to Gwinnett Co-Brisco Fld.

L-18J, A

**HABERSHAM CO** (See CORNELIA)

## HAMPTON

**CLAYTON CO-TARA FLD** (4A7) 3 W UTC-5(-4DT) N33°23.35' W84°19.94'

ATLANTA

874 B S4 FUEL 100LL, JET A1+ NOTAM FILE MCN

L-18J, A

RWY 06-24: H4503X75 (ASPH) S-30, D-45 MIRL 0.5% up NE

IAP

RWY 06: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Trees. Rgt tfc.

RWY 24: PAPI(P2L)—GA 3.45° TCH 65'.

**AIRPORT REMARKS:** Attended 1230-2230Z. Deer on and invof arpt.

Acrobatic training and demonstration area SW of arpt. Fuel 24 hr

self serve with credit card. Fuel call out avbl. Aircraft overnight

parking fee. Acft parking fee required on major race days. MIRL

ops dusk-dawn only. ACTIVATE MIRL Rwy 06-24, PAPI Rwy 06 and

Rwy 24 and REIL Rwy 06—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 124.825 (770) 707-1719.

**COMMUNICATIONS:** CTAF/UNICOM 122.725

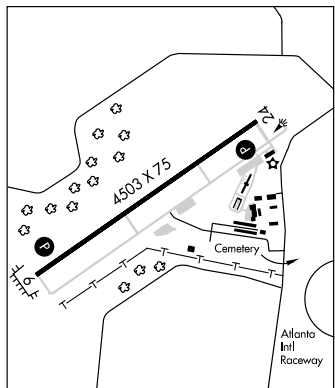
Ⓡ ATLANTA APP/DEP CON 128.575 CLNC DEL 128.575

GCO 121.725 (FLIGHT SERVICES)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ATL.

ATLANTA (H) VORTAC 116.9 ATL Chan 116 N33°37.75'

W84°26.11' 160° 15.3 NM to fld. 1000/00E.



**HARRIS** N34°56.58' W83°54.94' NOTAM FILE MCN.

ATLANTA

(L) VORTACW 109.8 HRS Chan 35 217° 6.6 NM to Blairsville. 3660/00E. HIWAS.

H-98, L-25B

RCO 122.35 (MACON RADIO)

**HARRIS CO** (See PINE MOUNTAIN)

**HARTSFIELD-JACKSON ATLANTA INTL** (See ATLANTA)

# AWSON ONE ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA

ATLANTA APP CON  
126.975 239.275  
FULTON COUNTY ATIS  
120.175  
DEKALB PEACHTREE ATIS  
128.4  
DOBBINS ARB ATIS \*  
269.5

VOLUNTEER  
116.4 VVX  
Chan 111  
N35°54.29' - W83°53.68'  
L-25, H-9-12

SNOWBIRD  
108.8 SOT  
Chan 25  
N35°47.41' - W83°03.14'  
L-25, H-9-12

SUGARLOAF MOUNTAIN  
112.2 SUG  
Chan 59  
N35°24.39' - W82°16.12'  
L-25

CERAY  
N34°59.97' - W83°41.55'

HARRIS  
109.8 HRS  
Chan 35

FOOTHILLS  
113.4 ODF  
Chan 81  
N34°41.75' - W83°17.86'  
L-25, H-9-12

AWSON  
N34°28.82' - W83°59.06'

DEHAN  
N34°19.00' - W84°04.30'  
**NAVIGATIONAL PLANNING INFORMATION**  
All aircraft expect clearance to cross at 8000'.

DLUTH  
N34°05.26' - W84°11.61'

ELECTRIC CITY  
108.6 ELW  
Chan 23

CARTERSVILLE  
PAULDING CO RGNL  
DOBBINS ARB  
FULTON COUNTY AIRPORT-BROWN FIELD  
WEST GEORGIA RGNL-O.V. GRAY FIELD  
PEACHTREE CITY-FALCON FIELD  
NEWMAN-COWETA COUNTY  
COBB COUNTY-McCOLLUM FIELD  
DEKALB-PEACHTREE  
CLAYTON COUNTY-TARA FIELD  
GWINNETT COUNTY-BRISCOE FIELD  
ATLANTA 116.9 ATL Chan 116  
COVINGTON MUNI  
GRIFFIN-SPALDING COUNTY

NOTE: DME Required.  
NOTE: RADAR required SOT transition.  
NOTE: This procedure applicable to turbojet and turboprop aircraft.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

# AWSON ONE ARRIVAL

09183

ATLANTA, GEORGIA

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010

## ARRIVAL DESCRIPTION

CERAY TRANSITION (CERAY.AWSON1): From over CERAY INT via ATL R-024 to AWSON INT. Thence. . . .

FOOTHILLS TRANSITION (ODF.AWSON1): From over ODF VORTAC via ODF R-249 to AWSON INT. Thence. . . .

SNOWBIRD TRANSITION (SOT.AWSON1): From over SOT VORTAC via SOT R-218 and ATL R-024 to AWSON INT. Thence. . . .

SUGARLOAF MOUNTAIN TRANSITION (SUG.AWSON1): From over SUG VORTAC via SUG R-253 and ATL R-024 to AWSON INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.AWSON1): From over VXV VORTAC via VXV R-173 and ATL R-024 to AWSON INT. Thence. . . .

. . . .From over AWSON INT via ATL R-024 to DLUTH INT. Expect radar vectors to final approach course after DEHAN INT.

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010

APP CRS <b>141°</b>	Rwy Idg <b>3501</b>
	TDZE <b>958</b>
	Apt Elev <b>958</b>

GPS RWY 14

GRIFFIN-SPALDING COUNTY (6A2)



MISSED APPROACH: Climb to 3000 direct  
LUFEV WP and hold.

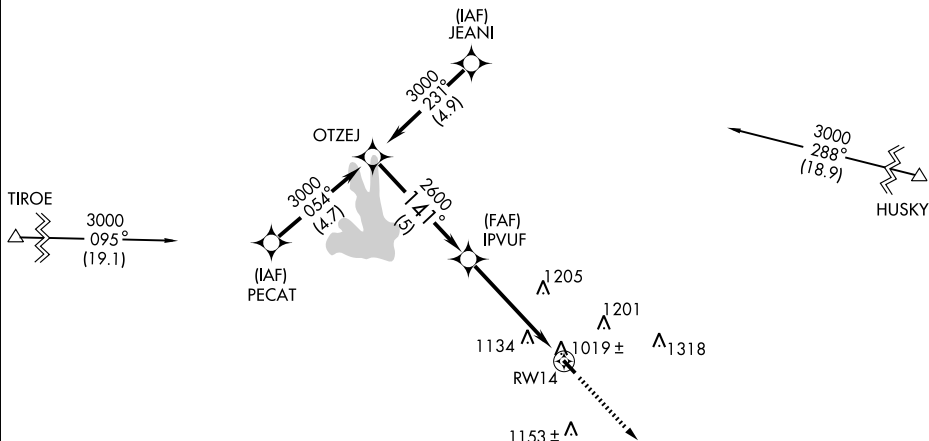
AWOS-3  
**119.750**

ATLANTA APP CON  
**128.575**

CLNC DEL  
**128.575 381.65**

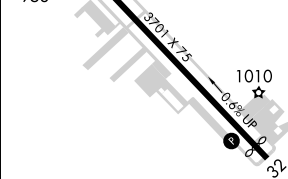
UNICOM  
**123.075 (CTAF) 0**

$\Delta 1465 \pm$



ELEV 958

141° to RWY14

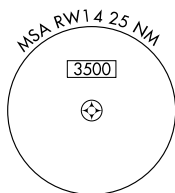
TDZE  
958

REIL Rwy 14 and 32

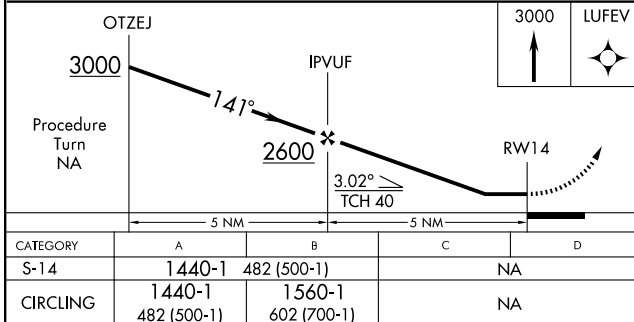
MIRL Rwy 14-32 0

GRIFFIN, GEORGIA

Orig-A 08325



LUFEV



GRIFFIN-SPALDING COUNTY (6A2)

GPS RWY 14

33°14'N-84°16'W

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010

APP CRS <b>321°</b>	Rwy Idg <b>3501</b>
	TDZE <b>956</b>
	Apt Elev <b>958</b>

**GPS RWY 32**

GRIFFIN-SPALDING COUNTY (6A2)



NA

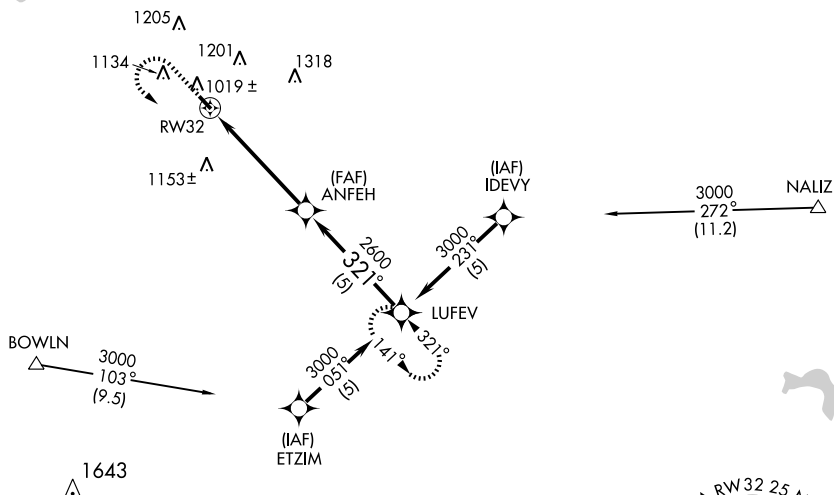
MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct LUFEV WP and hold.

AWOS-3  
**119.750**

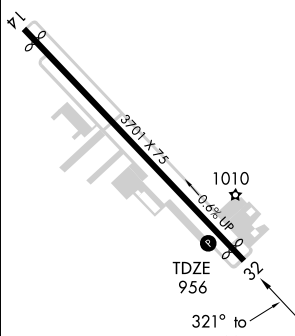
ATLANTA APP CON  
**128.575**

CLNC DEL  
**128.575 381.65**

UNICOM  
**123.075 (CTAF) 0**



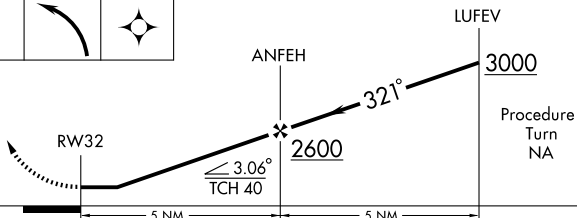
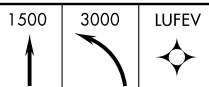
ELEV 958



REIL Rwy 14 and 32  
MIRL Rwy 14-32 0

GRIFFIN, GEORGIA

Orig-A 08325



CATEGORY	A	B	C	D
S-32	1260-1	304 (400-1)	NA	NA
CIRCUING	1400-1 442 (500-1)	1560-1 602 (700-1)	NA	NA

GRIFFIN-SPALDING COUNTY (6A2)

33°14'N-84°16'W

**GPS RWY 32**



NDB JHH <b>412</b>	APP CRS <b>321°</b>	Rwy ldg TDZE <b>956</b> Apt Elev <b>958</b>
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**NDB RWY 32**

GRIFFIN-SPALDING COUNTY (6A2)



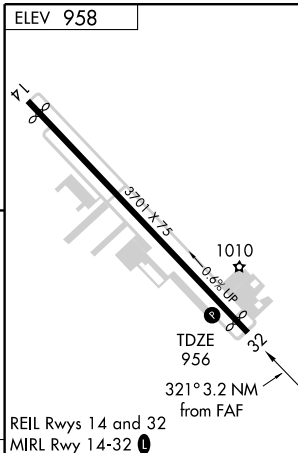
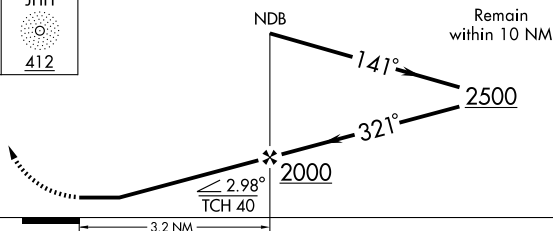
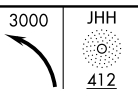
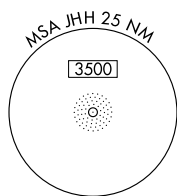
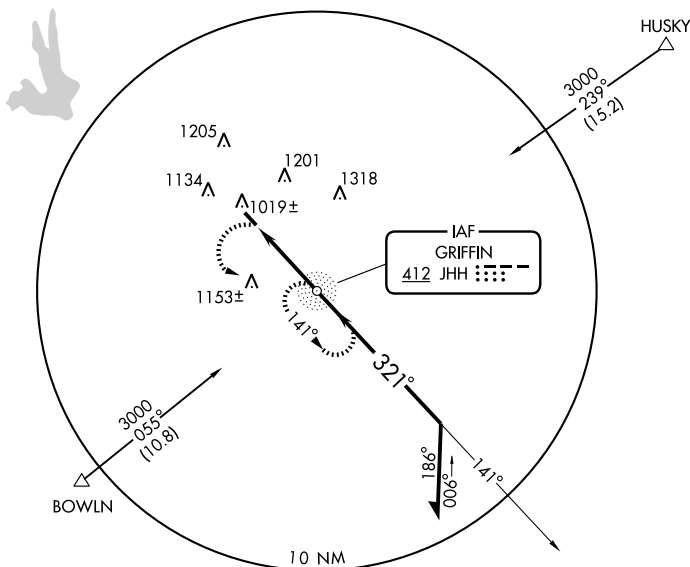
MISSED APPROACH: Climbing left turn to 3000  
direct JHH NDB and hold.

AWOS-3  
**119.750**

ATLANTA APP CON  
**128.575**

CLNC DEL  
**128.575 381.65**

UNICOM  
**123.075 (CTAF) 0**



CATEGORY	A	B	C	D	FAF to MAP 3.2 NM					
S-32	1560-1	604 (700-1)	NA		Knots	60	90	120	150	180
CIRCLING	1560-1	602 (700-1)	NA		Min:Sec	3:12	2:08	1:36	1:17	1:04

**GRIFFIN-SPALDING CO** (6A2) 1 S UTC-5(-4DT) N33°13.62' W84°16.50'

958 B S4 FUEL 100LL, JET A TPA-1800(842) NOTAM FILE MCN

RWY 14-32: H3701X75 (ASPH) S-26, D-30 MIRL 0.6% up NW

RWY 14: REIL. Thld displcd 200'. Trees.

RWY 32: REIL. PAPI(P2L)—GA 3.0° TCH 25'. Thld displcd 200'. Pole.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2000Z, Sat-Sun

1300-2300Z. 24 hr self-service fuel avbl. MIRL Rwy 14-32 and

PAPI Rwy 32 preset low ints dusk-dawn, to incr ints—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.75 (770) 227-3934.

**COMMUNICATIONS:** CTAF/UNICOM 123.075

Ⓡ ATLANTA APP/DEP CON 128.575 CLNC DEL 128.575

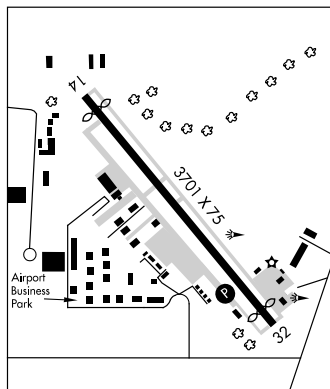
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ATL.

ATLANTA (H) VORTAC 116.9 ATL Chan 116 N33°37.75'

W84°26.11' 162° 25.4 NM to fld. 1000/00E.

GRIFFIN NDB (MHW) 412 JHH N33°11.06' W84°13.66'

321° 3.5 NM to fld. NOTAM FILE MCN.



**GWINNETT CO-BRISCOE FLD** (See LAWRENCEVILLE)

**GWNET** N34°01.20' W83°51.77' NOTAM FILE LZU.

NDB (LOM) 419 TX 245° 5.6 NM to Gwinnett Co-Briscoe Fld.

**HABERSHAM CO** (See CORNELIA)

## HAMPTON

**CLAYTON CO-TARA FLD** (4A7) 3 W UTC-5(-4DT) N33°23.35' W84°19.94'

874 B S4 FUEL 100LL, JET A1+ NOTAM FILE MCN

RWY 06-24: H4503X75 (ASPH) S-30, D-45 MIRL 0.5% up NE

RWY 06: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Trees. Rgt t/c.

RWY 24: PAPI(P2L)—GA 3.45° TCH 65'.

**AIRPORT REMARKS:** Attended 1230-2230Z. Deer on and invof arpt.

Acrobatic training and demonstration area SW of arpt. Fuel 24 hr

self serve with credit card. Fuel call out avbl. Aircraft overnight

parking fee. Acft parking fee required on major race days. MIRL

ops dusk-dawn only. ACTIVATE MIRL Rwy 06-24, PAPI Rwy 06 and

Rwy 24 and REIL Rwy 06—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 124.825 (770) 707-1719.

**COMMUNICATIONS:** CTAF/UNICOM 122.725

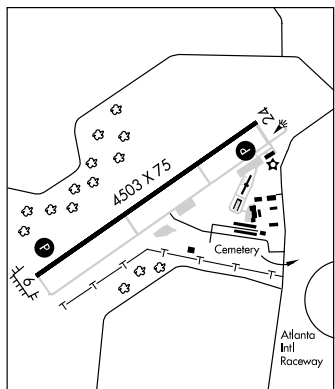
Ⓡ ATLANTA APP/DEP CON 128.575 CLNC DEL 128.575

GCO 121.725 (FLIGHT SERVICES)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ATL.

ATLANTA (H) VORTAC 116.9 ATL Chan 116 N33°37.75'

W84°26.11' 160° 15.3 NM to fld. 1000/00E.



**HARRIS** N34°56.58' W83°54.94' NOTAM FILE MCN.

(L) VORTACW 109.8 HRS Chan 35 217° 6.6 NM to Blairsville. 3660/00E. HIWAS.

RCO 122.35 (MACON RADIO)

**HARRIS CO** (See PINE MOUNTAIN)

**HARTSFIELD-JACKSON ATLANTA INTL** (See ATLANTA)

ATLANTA

L-18J, A

IAP

ATLANTA

L-18J, A

ATLANTA

L-18J, A

IAP

ATLANTA

H-98, L-25B

# AWSON ONE ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA

ATLANTA APP CON  
126.975 239.275  
FULTON COUNTY ATIS  
120.175  
DEKALB PEACHTREE ATIS  
128.4  
DOBBINS ARB ATIS \*  
269.5

VOLUNTEER  
116.4 VVX  
Chan 111  
N35°54.29' - W83°53.68'  
L-25, H-9-12

SNOWBIRD  
108.8 SOT  
Chan 25  
N35°47.41' - W83°03.14'  
L-25, H-9-12

SUGARLOAF MOUNTAIN  
112.2 SUG  
Chan 59  
N35°24.39' - W82°16.12'  
L-25

CERAY  
N34°59.97' - W83°41.55'

HARRIS  
109.8 HRS  
Chan 35

FOOTHILLS  
113.4 ODF  
Chan 81  
N34°41.75' - W83°17.86'  
L-25, H-9-12

AWSON  
N34°28.82' - W83°59.06'

DEHAN  
N34°19.00' - W84°04.30'  
**NAVIGATIONAL PLANNING INFORMATION**  
All aircraft expect clearance to cross at 8000'.

DLUTH  
N34°05.26' - W84°11.61'

ELECTRIC CITY  
108.6 ELW  
Chan 23

CARTERSVILLE  
PAULDING CO RGNL  
DOBBINS ARB  
FULTON COUNTY AIRPORT-BROWN FIELD  
WEST GEORGIA RGNL-O.V. GRAY FIELD  
PEACHTREE CITY-FALCON FIELD  
NEWMAN-COWETA COUNTY  
COBB COUNTY-McCOLLUM FIELD  
DEKALB-PEACHTREE  
CLAYTON COUNTY-TARA FIELD  
GWINNETT COUNTY-BRISCOE FIELD  
ATLANTA  
116.9 ATL  
Chan 116  
COVINGTON MUNI  
GRIFFIN-SPALDING COUNTY

NOTE: DME Required.  
NOTE: RADAR required SOT transition.  
NOTE: This procedure applicable to turbojet and turboprop aircraft.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

# AWSON ONE ARRIVAL

09183

ATLANTA, GEORGIA

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010

## ARRIVAL DESCRIPTION

CERAY TRANSITION (CERAY.AWSON1): From over CERAY INT via ATL R-024 to AWSON INT. Thence. . . .

FOOTHILLS TRANSITION (ODF.AWSON1): From over ODF VORTAC via ODF R-249 to AWSON INT. Thence. . . .

SNOWBIRD TRANSITION (SOT.AWSON1): From over SOT VORTAC via SOT R-218 and ATL R-024 to AWSON INT. Thence. . . .

SUGARLOAF MOUNTAIN TRANSITION (SUG.AWSON1): From over SUG VORTAC via SUG R-253 and ATL R-024 to AWSON INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.AWSON1): From over VXV VORTAC via VXV R-173 and ATL R-024 to AWSON INT. Thence. . . .

. . . .From over AWSON INT via ATL R-024 to DLUTH INT. Expect radar vectors to final approach course after DEHAN INT.

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy ldg	<b>4503</b>
<b>057°</b>	TDZE	<b>861</b>
	Apt Elev	<b>874</b>

## RNAV (GPS) RWY 6

HAMPTON/ CLAYTON COUNTY-TARA FIELD (4A7)

  NA	DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Straight-in minimums NA at night. If local altimeter setting not received, use Hartsfield-Jackson Atlanta Intl altimeter setting and increase all MDAs 60 feet.	MISSED APPROACH: Climb to 3000 direct CUVLI and via 113° Track to HUSKY and hold.
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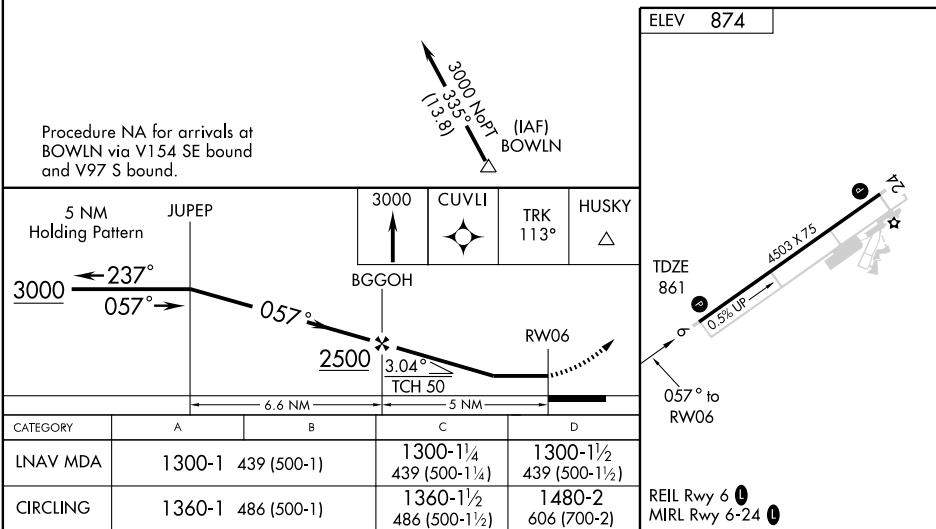
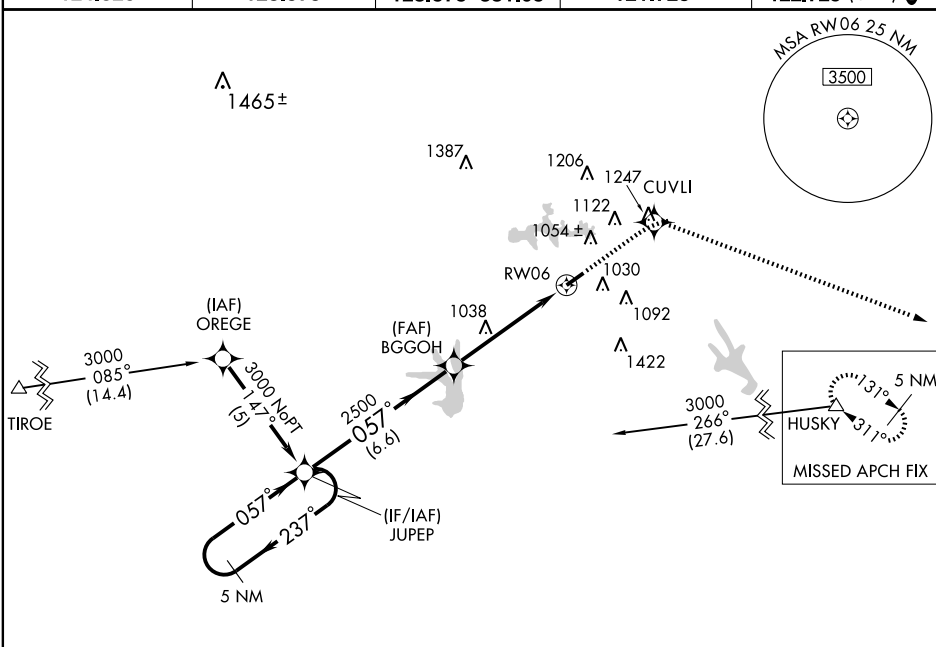
AWOS-3
<b>124.825</b>

ATLANTA APP CON
<b>128.575</b>

CLNC DEL
<b>128.575 381.65</b>

GCO
<b>121.725</b>

UNICOM
<b>122.725 (CTAF) ①</b>



APP CRS	Rwy Idg	4503
237°	TDZE	874
	Apt Elev	874

## RNAV (GPS) RWY 24

HAMPTON/CLAYTON COUNTY-TARA FIELD (4A7)

**T** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
**A** NA If local altimeter setting not received, use Hartfield-Jackson  
 Atlanta Intl altimeter setting and increase all MDAs 60 feet.


**MISSED APPROACH:** Climb to 3000  
direct JUPEP and hold.

AWOS-3  
124.825

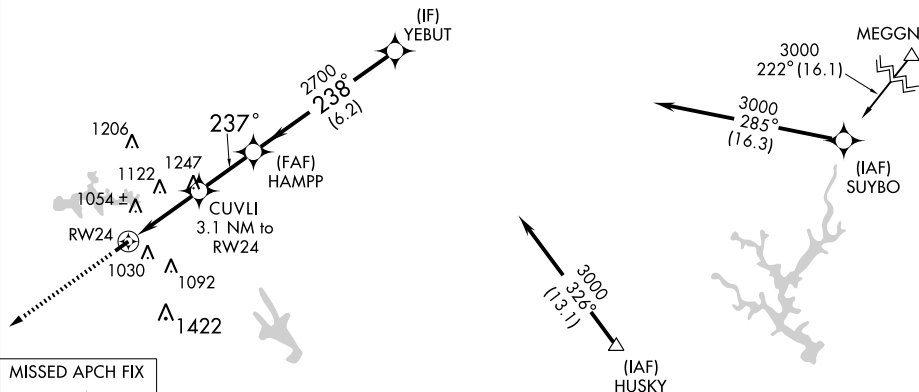
ATLANTA APP CON  
128.575

CLNC DEL  
**128.575 381.65**

GCO  
121.725

UNICOM  
122.725 (CTAF) 

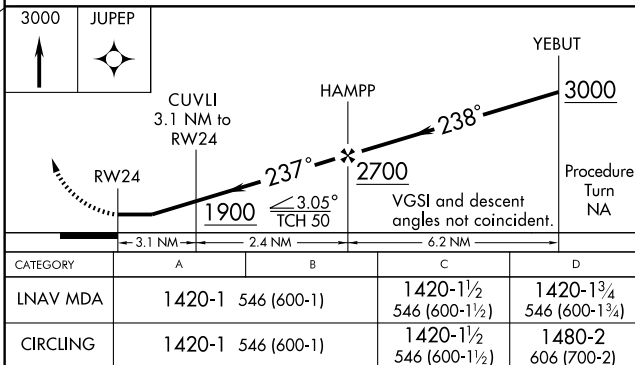
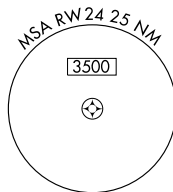
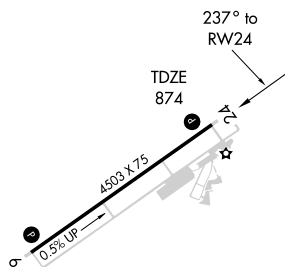
Procedure NA for arrivals at  
MEGGN via V18 E bound.



MISSED APCH FIX



ELEV 874



REIL Rwy 6 **L**  
MIRL Rwy 6-24 **L**

HAMPTON, GEORGIA  
Orig 09071

HAMPTON/CLAYTON COUNTY-TARA FIELD (4A7)

33° 23' N-84° 20' W

RNAV (GPS) RWY 24

**SE-4, 26 AUG 2010 to 23 SEP 2010**

SE-4. 26 AUG 2010 to 23 SEP 2010

**HAWKINSVILLE—PULASKI CO** (51A) 2 E UTC-5(-4DT) N32°17.01' W83°26.31'ATLANTA  
L-18J

270 B NOTAM FILE MCN

RWY 10-28: H3000X60 (ASPH) S-12.5 MIRL

RWY 10: Trees. RWY 28: Trees.

**AIRPORT REMARKS:** Unattended. Deer on and invof arpt. MIRL Rwy 10-28 preset on med ints dusk-0400Z; to increase ints ACTIVATE—CTAF. After 0400Z‡ ACTIVATE—CTAF.

**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCN.

VIENNA (L) VORTAC 116.5 VNA Chan 112 N32°12.81' W83°29.84' 034° 5.2 NM to fld. 300/01E.

**HAZLEHURST** (AZE) 3 NW UTC-5(-4DT) N31°53.08' W82°38.84'JACKSONVILLE  
L-24H  
IAP

255 B S2 FUEL 100LL, JET A NOTAM FILE MCN

RWY 14-32: H4508X75 (ASPH) S-30 MIRL 0.5% up SE

RWY 14: REIL. PAPI(P2L). Tree.

RWY 32: REIL. PAPI(P2L). Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1300-2200Z‡, Sat 1400-2300Z‡. Self serve fuel with credit card. Arpt phone after hrs 912-375-7381.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

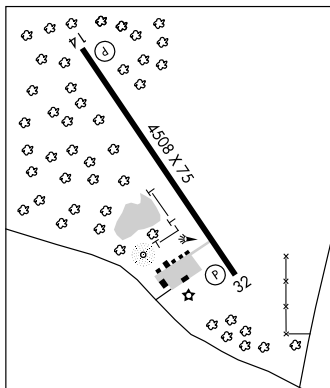
Ⓡ JAX CENTER APP/DEP CON 132.3

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AMG.

ALMA (H) VORTAC 115.1 AMG Chan 98 N31°32.19'

W82°30.49' 341° 22 NM to fld. 200/00E. HIWAS.

NDB (MHW) 414 AZE N31°52.81' W82°38.84' at fld.  
NOTAM FILE MCN.

**HEART OF GEORGIA RGNL** (See EASTMAN)**HENRY TIFT MYERS** (See TIFTON)**HERBERT SMART DOWNTOWN** (See MACON)**HOMERVILLE** (HOE) 2 NW UTC-5(-4DT) N31°03.36' W82°46.45'JACKSONVILLE  
L-24H  
IAP

186 B FUEL 100LL, JET A NOTAM FILE MCN

RWY 14-32: H4000X75 (ASPH) S-30 MIRL

RWY 14: PAPI(P2L). Trees. RWY 32: PAPI(P2L). Trees.

**AIRPORT REMARKS:** Unattended. Rwy 14-32 75 ft wide asph overlay; remaining 37½ ft width on each side is old asph with loose grv.

ACTIVATE PAPI Rwy 14 and Rwy 32 and MIRL Rwy 14-32—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.725 (912) 487-1253.**COMMUNICATIONS:** CTAF 122.9

Ⓡ VALDOSTA APP/DEP CON 119.525 (8,000' and abv) 126.6 (blo 8,000')  
(Opr Mon-Thu 1200-0700Z‡, Fri 1200-0300Z‡, Sat, Sun and hol 1400-2200Z‡)

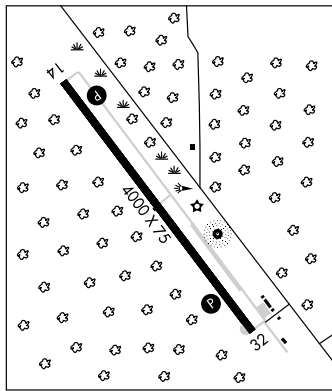
Ⓡ JAX CENTER APP/DEP CON 133.7 (Mon-Thu 0700-1200Z‡, Fri 0300-1200Z‡, Sat, Sun and hol 2200-1400Z‡)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AYS.

WAYCROSS (L) VORTAC 110.2 AYS Chan 39 N31°16.17'

W82°33.39' 221° 17 NM to fld. 150/00E.

NDB(MHW) 209 HOE N31°03.33' W82°46.33' at fld.  
NOTAM FILE MCN. NDB unmonitored.



NDB AZE <b>414</b>	APP CRS <b>152°</b>	Rwy Idg TDZE Apt Elev	<b>4508</b> <b>255</b> <b>255</b>
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**NDB RWY 14**  
HAZLEHURST (AZE)

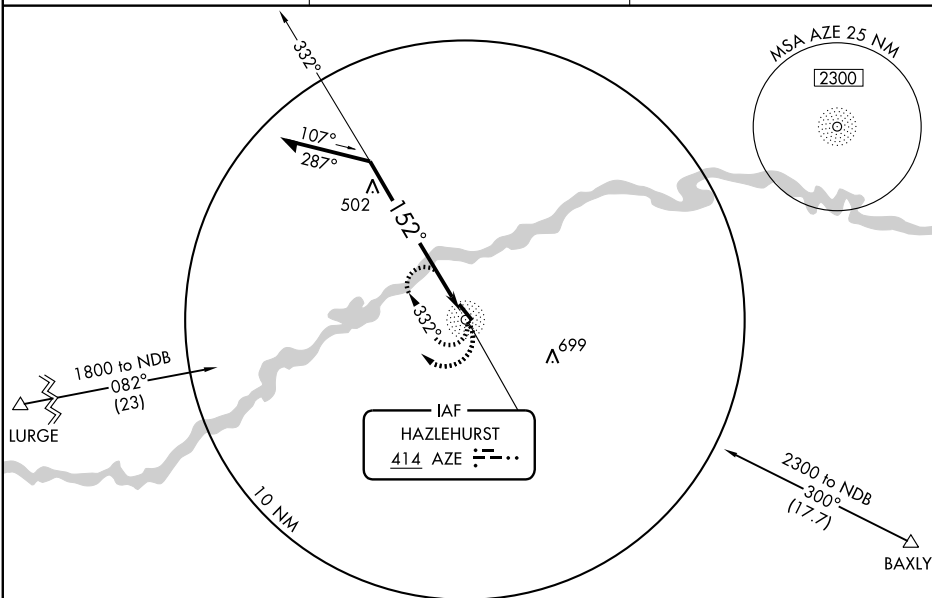
▼ Visibility reduction by helicopters NA. Use Vidalia  
▲ NA altimeter setting, when not received, use Alma  
altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climbing right turn  
to 1800 in AZE NDB holding pattern.

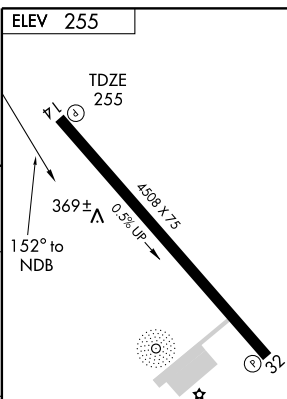
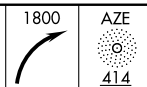
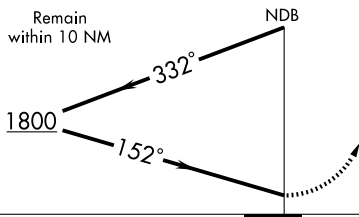
VIDALIA AWOS-3  
**119.925**

JACKSONVILLE CENTER  
**132.3 290.4**

UNICOM  
**122.8** (CTAF)



Remain  
within 10 NM



CATEGORY	A	B	C	D
S-14	960-1	705 (800-1)	960-2 705 (800-2)	960-2 1/4 705 (800-2 1/4)
CIRCLING	960-1	705 (800-1)	960-2 705 (800-2)	960-2 1/4 705 (800-2 1/4)

REIL Rwy 14 and 32  
MIRL Rwy 14-32



APP CRS	Rwy Idg	<b>4508</b>
<b>144°</b>	TDZE	<b>255</b>
	Apt Elev	<b>255</b>

# RNAV (GPS) RWY 14

HAZLEHURST (AZE)



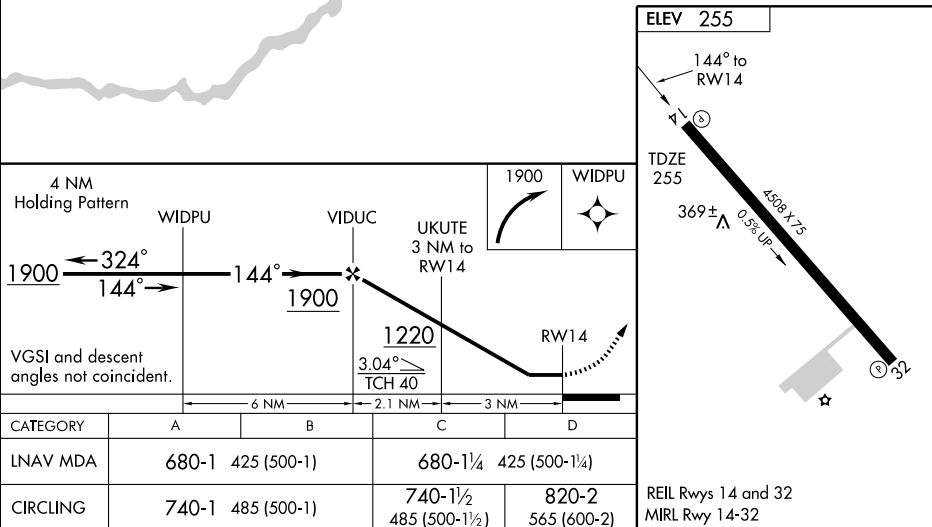
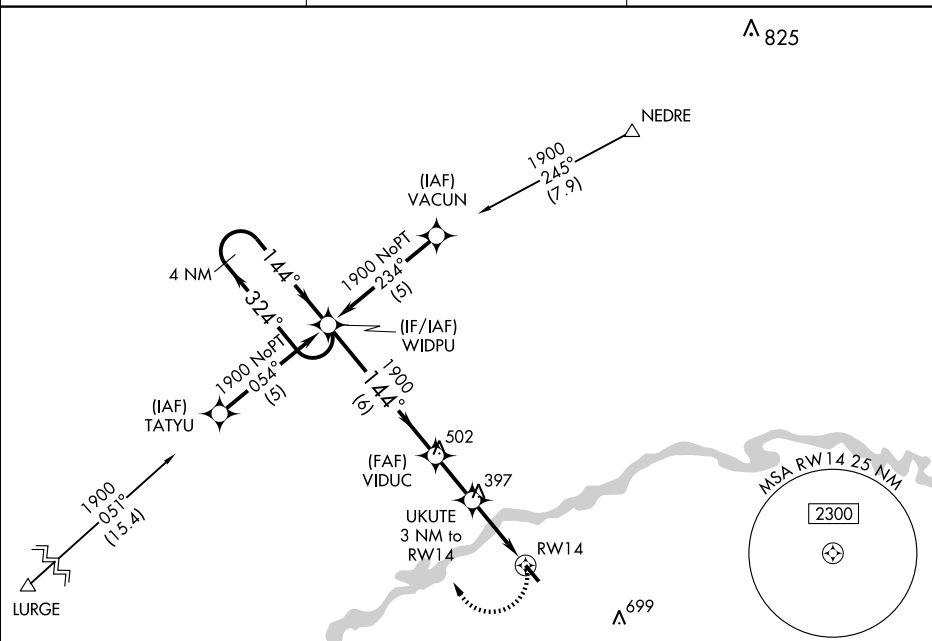
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Vidalia altimeter setting, when not received, use Alma altimeter setting.

MISSED APPROACH: Climbing right turn to 1900 direct WIDPU and hold.

VIDALIA AWOS-3  
**119.925**

JACKSONVILLE CENTER  
**132.3 290.4**

UNICOM  
**122.8** (CTAF)



**HAWKINSVILLE—PULASKI CO** (51A) 2 E UTC-5(-4DT) N32°17.01' W83°26.31'ATLANTA  
L-18J

270 B NOTAM FILE MCN

RWY 10-28: H3000X60 (ASPH) S-12.5 MIRL

RWY 10: Trees. RWY 28: Trees.

**AIRPORT REMARKS:** Unattended. Deer on and invof arpt. MIRL Rwy 10-28 preset on med ints dusk-0400Z; to increase ints ACTIVATE—CTAF. After 0400Z‡ ACTIVATE—CTAF.

**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCN.

VIENNA (L) VORTAC 116.5 VNA Chan 112 N32°12.81' W83°29.84' 034° 5.2 NM to fld. 300/01E.

**HAZLEHURST** (AZE) 3 NW UTC-5(-4DT) N31°53.08' W82°38.84'JACKSONVILLE  
L-24H  
IAP

255 B S2 FUEL 100LL, JET A NOTAM FILE MCN

RWY 14-32: H4508X75 (ASPH) S-30 MIRL 0.5% up SE

RWY 14: REIL. PAPI(P2L). Tree.

RWY 32: REIL. PAPI(P2L). Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1300-2200Z‡, Sat 1400-2300Z‡. Self serve fuel with credit card. Arpt phone after hrs 912-375-7381.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

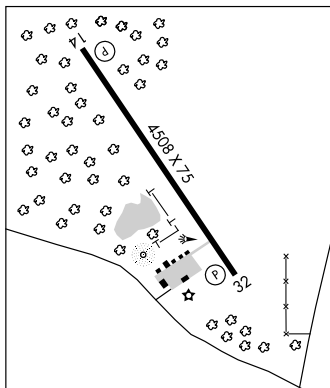
Ⓡ JAX CENTER APP/DEP CON 132.3

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AMG.

ALMA (H) VORTAC 115.1 AMG Chan 98 N31°32.19'

W82°30.49' 341° 22 NM to fld. 200/00E. HIWAS.

NDB (MHW) 414 AZE N31°52.81' W82°38.84' at fld.  
NOTAM FILE MCN.

**HEART OF GEORGIA RGNL** (See EASTMAN)**HENRY TIFT MYERS** (See TIFTON)**HERBERT SMART DOWNTOWN** (See MACON)**HOMERVILLE** (HOE) 2 NW UTC-5(-4DT) N31°03.36' W82°46.45'JACKSONVILLE  
L-24H  
IAP

186 B FUEL 100LL, JET A NOTAM FILE MCN

RWY 14-32: H4000X75 (ASPH) S-30 MIRL

RWY 14: PAPI(P2L). Trees. RWY 32: PAPI(P2L). Trees.

**AIRPORT REMARKS:** Unattended. Rwy 14-32 75 ft wide asph overlay; remaining 37½ ft width on each side is old asph with loose grv.

ACTIVATE PAPI Rwy 14 and Rwy 32 and MIRL Rwy 14-32—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.725 (912) 487-1253.**COMMUNICATIONS:** CTAF 122.9

Ⓡ VALDOSTA APP/DEP CON 119.525 (8,000' and abv) 126.6 (blo 8,000')  
(Opr Mon-Thu 1200-0700Z‡, Fri 1200-0300Z‡, Sat, Sun and hol 1400-2200Z‡)

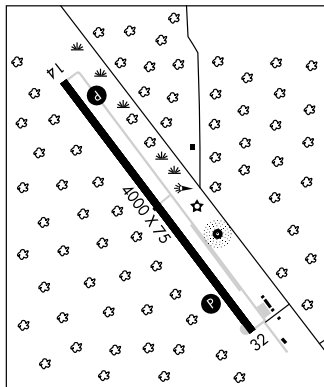
Ⓡ JAX CENTER APP/DEP CON 133.7 (Mon-Thu 0700-1200Z‡, Fri 0300-1200Z‡, Sat, Sun and hol 2200-1400Z‡)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AYS.

WAYCROSS (L) VORTAC 110.2 AYS Chan 39 N31°16.17'

W82°33.39' 221° 17 NM to fld. 150/00E.

NDB(MHW) 209 HOE N31°03.33' W82°46.33' at fld.  
NOTAM FILE MCN. NDB unmonitored.



NDB HOE <b>209</b>	APP CRS <b>135°</b>	Rwy Idg TDZE Apt Elev	<b>4000</b> <b>186</b> <b>186</b>
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# NDB RWY 14

## HOMERVILLE (HOE)

**▽** Visibility reduction by helicopters NA. Use Waycross altimeter setting; when not received, use Valdosta Rgnl altimeter setting and increase all MDA 20 feet.

**▲ NA**

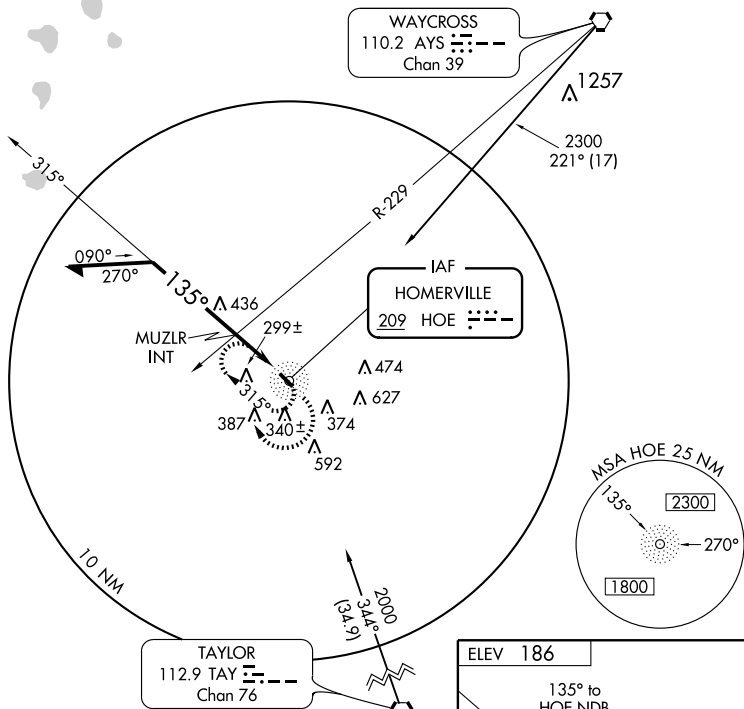
MISSED APPROACH: Climbing right turn to 1800 in HOE NDB holding pattern.

AWOS-3  
**118.725**

WAYCROSS AWOS-3  
**118.575**

VALDOSTA APP CON\*  
**126.6 285.6**

CTAF  
**122.9**



Remain within 10 NM

1800

315°

135°

MUZLR INT

\*880

2.96° TCH 40

2.5 NM

\*900 when using Valdosta Rgnl altimeter setting.

CATEGORY	A	B	C	D
S-14	880-1	694 (700-1)	880-2 694 (700-2)	880-2¼ 694 (700-2¼)
CIRCLING	880-1	694 (700-1)	880-2 694 (700-2)	880-2¼ 694 (700-2¼)
MUZLR FIX MINIMUMS				
S-14	660-1	474 (500-1)	660-1¼ 474 (500-1¼)	660-1½ 474 (500-1½)
CIRCLING	760-1	574 (600-1)	800-1¾ 614 (700-1¾)	800-2 614 (700-2)

ELEV 186

135° to HOE NDB

TDZE

186

4000 X 75

MRL Rwy 14-32

WAAS CH <b>69518</b> <b>W14A</b>	APP CRS <b>138°</b>	Rwy Idg <b>4000</b> TDZE <b>186</b> Apt Elev <b>186</b>
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# RNAV (GPS) RWY 14

HOMERVILLE (HOE)

**▼** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Waycross altimeter setting; when not received, use Valdosta Rgnl altimeter setting and increase all DA 14 feet and all MDA 20 feet and increase LPV all Cats visibility ¼ mile. Baro-VNAV NA.

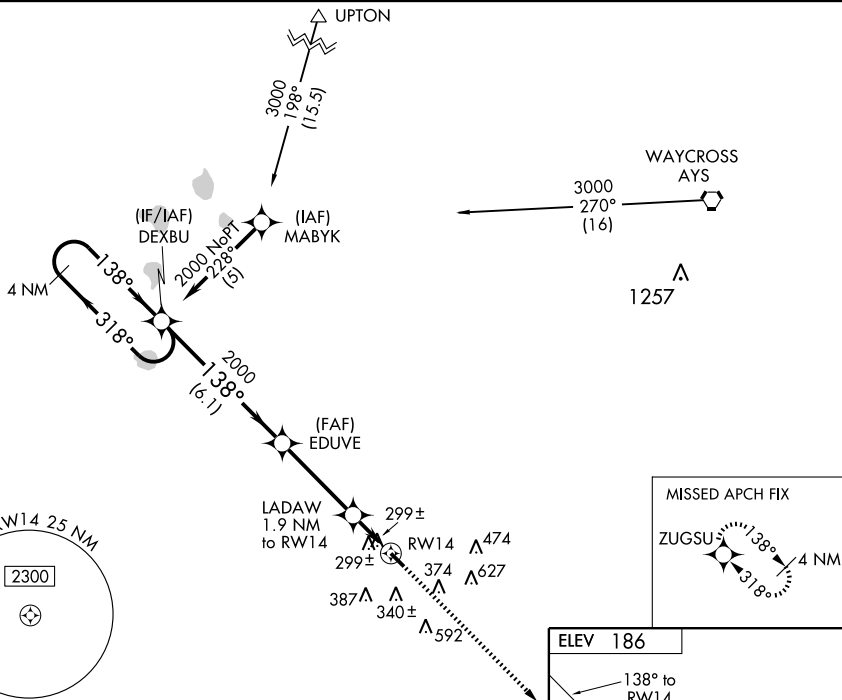
**MISSED APPROACH:**  
Climb to 2000 direct  
ZUGSU and hold.

AWOS-3  
**118.725**

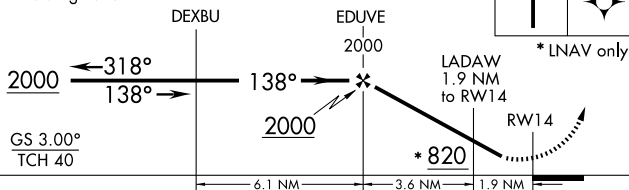
WAYCROSS AWOS-3  
**118.575**

VALDOSTA APP CON\*  
**126.6 285.6**

CTAF  
**122.9**



4 NM  
Holding Pattern



CATEGORY	A	B	C	D
LPV DA	495-1		309 (400-1)	
LNAV/VNAV DA	659-1¾		473 (500-1¾)	
LNAV MDA	620-1	434 (500-1)	620-1¼ 434 (500-1¼)	620-1½ 434 (500-1½)
CIRCLING	760-1	574 (600-1)	800-1¾ 614 (700-1¾)	800-2 614 (700-2)

MRL Rwy 14-32

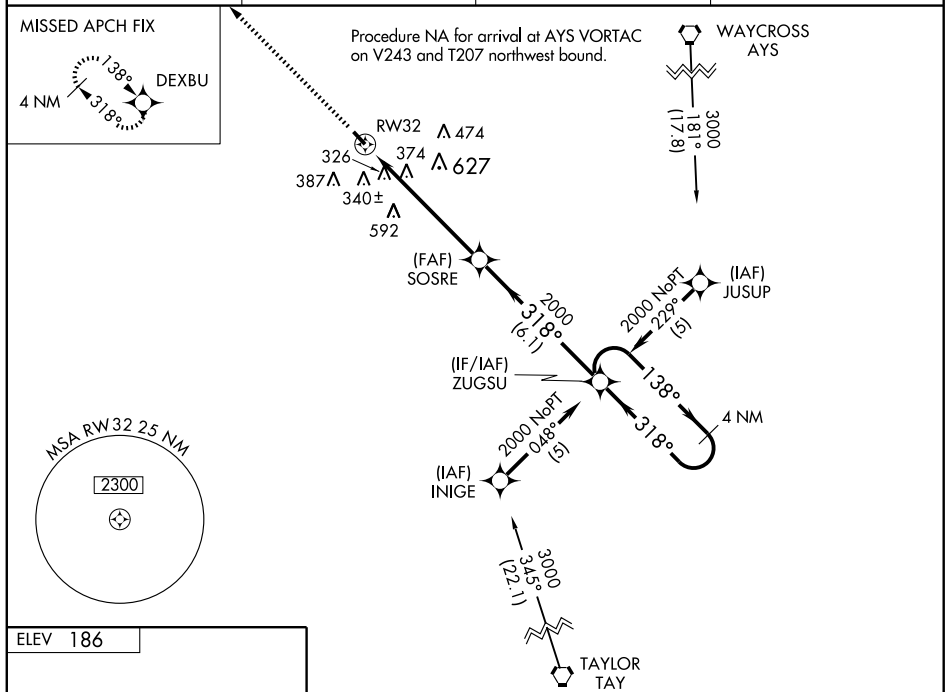
WAAS CH <b>61318</b> <b>W32A</b>	APP CRS <b>318°</b>	Rwy Idg TDZE Apt Elev	<b>4000</b> <b>186</b> <b>186</b>
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# RNAV (GPS) RWY 32

HOMERVILLE (HOE)

<b>NA</b>	DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Waycross altimeter setting; when not received, use Valdosta Rgnl altimeter setting and increase all DA 14 feet and all MDA 20 feet. Baro-VNAV NA.	MISSED APPROACH: Climb to 2000 direct DEXBU and hold.
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AWOS-3 <b>118.725</b>	WAYCROSS AWOS-3 <b>118.575</b>	VALDOSTA APP CON* <b>126.6 285.6</b>	CTAF <b>122.9</b>
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		2000 DEXBU VGSI and RNAV glidepath not coincident.		4 NM Holding Pattern
RW32 4000 X 75 TDZE 186 318° to RW32		SOSRE 2000 ZUGSU 2000 318° 138° 2000 318° GS 3.00° TCH 55		
CATEGORY	A	B	C	D
LPV DA	529-1¼ 343 (400-1¼)			
LNAV/VNAV DA	729-2 543 (600-2)			
LNAV MDA	800-1	614 (700-1)	800-1¾ 614 (700-1¾)	800-2 614 (700-2)
CIRCLING	800-1	614 (700-1)	800-1¾ 614 (700-1¾)	800-2 614 (700-2)

VORTAC AYS <b>110.2</b> Chan <b>39</b>	APP CRS <b>221°</b>	Rwy Idg TDZE Apt Elev	N/A N/A <b>186</b>
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**VOR/DME-A**  
HOMERVILLE (HOE)

**V** Use Waycross altimeter setting; when not received, use Valdosta Rgnl altimeter setting and increase all MDA 20 feet.

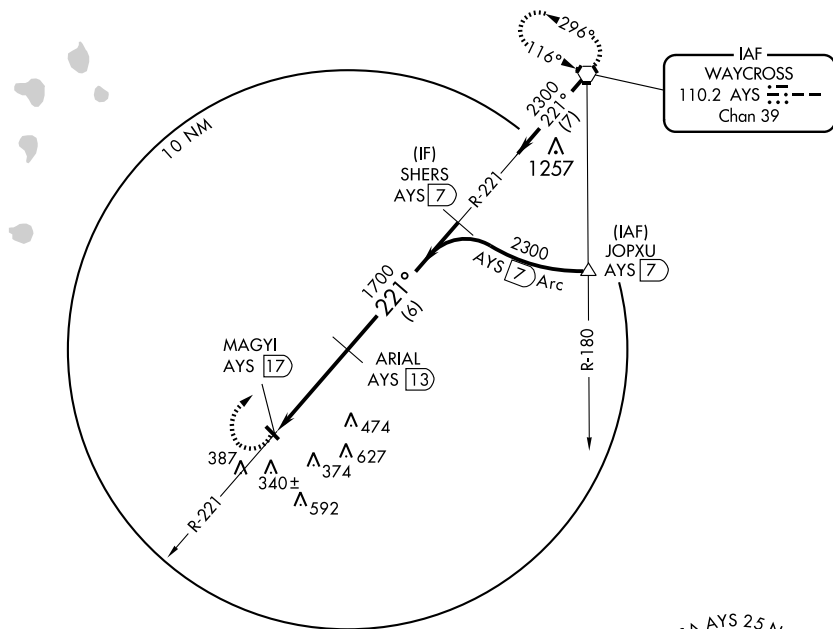
MISSED APPROACH: Climbing right turn to 2300 heading 071° and AYS R-221 to AYS VORTAC and hold.

AWOS-3  
**118.725**

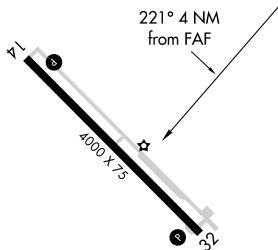
WAYCROSS AWOS-3  
**118.575**

VALDOSTA APP CON\*  
**126.6 285.6**



CTAF  
**122.9**



ELEV 186



MRL Rwy 14-32

<div>2300</div> <div>hdg 071°</div>	<div>AYS</div> <div>R-221</div>	<div>AYS</div> <div></div>	<div>SHERS</div> <div>AYS <u>7</u></div> <div>2300</div>		
<div>MAGYI</div> <div>AYS <u>17</u></div>			<div>ARIAL</div> <div>AYS <u>13</u></div>	<div>221°</div>	<div>Procedure Turn</div> <div>NA</div>
<div>4 NM</div>			<div>1700</div>	<div>6 NM</div>	
CATEGORY	A	B	C	D	
CIRCLING	760-1 574 (600-1)		800-1½ 614 (700-1½)	800-2 614 (700-2)	

HOMERVILLE, GEORGIA  
Amdt 4 29JUL10

31°03'N-82°46'W

HOMERVILLE (HOE)  
**VOR/DME-A**

**HUNTER AAF** (SVN)(KSVN) A (CG ARNG) 2 SW UTC-5(-4DT) N32°00.60' W81°08.76'

ATLANTA

41 B TPA—See Remarks Class I, ARFF Index Ltd. NOTAM FILE MCN Not insp.

H-9B, 12F, L-24H

RWY 10-28: H11375X200 (ASPH) PCN 77 R/B/W/T HIRL

DIAP, AD

RWY 10: REIL. VASI.

RWY 28: ALSF1.

**MILITARY SERVICE:** LGT ACTIVATE 3-step apch lgt and HIRL Rwy 10-28, REIL Rwy 10—CTAF when twr clsd.

JASU 3(AF M32A-86) 3(DND CE12 Equivalent) 1(DND CE14 Equivalent) 1(AF M32-95) FUEL J8. Tran fuel PPR, ctc Base OPS DSN 729-5531. Tran acft may expect delay due to opr mission. OIL O-156

TRAN ALERT Limited svc avbl Mon 0400Z thru Sat 0400Z, except holidays.

**MILITARY REMARKS:** See FLIP AP/1 Supplementary Arpt Remarks. RSTD PPR all trans acft. DSN 729-5110. Twy 1 clsd

to all P3, C130 and larger acft. CAUTION Wildlife and bird hazard. Mil personnel conducting physical training on ft line access road Mon-Fri 1130-1230Z. TFC PAT TPA—Fixed Wing 1500(1459), Rotary Wing 1000(959). NS ABTMT Procedure in effect. Practice circling apch Category C, D, E not authorized blo 1500'. No overflt of Savannah and surrounding populated areas blo 1000' unless on apch to Hunter AAF. MISC Rotary Wing pilots planning to conduct opr within R3005 must receive a range briefing prior to opr. Briefing shall be accomplished at least 4 hr prior to flt on the reservation. Aviators briefed within the last 6 months may receive phone update. For briefing coordination ctc DSN 729-2523/6207, C912-315-2523/6207, Mon-Fri 0001-2300Z except holidays. Base OPS 24 hrs. Auto AN/FMQ-19 in use 24 hrs, forecaster avbl Mon 0300Z-Sat 0300Z excluding hols. Wx/vis obsn rstd. KSVN forecaster DSN 729-5467, C912-315-5467 or 26 OWS (24 hrs) DSN 781-1220, C318-456-1220. Compass rose OTS.

ARNG Base OPS ctc DSN 729-7182/6534, C912-315-7182/6534.

**COMMUNICATIONS:** CTAF 124.975 279.575 ATIS 127.525 323.125 (Mon 1130Z thru Fri 0100Z. CLOSED

Federal Holidays) PTD/BASE OPS 126.2

Ⓡ SAVANNAH APP/DEP CON 125.3 120.4 118.4 371.875 353.775 (1100-0400Z), other times ctc

JAX CENTER APP/DEP CON 120.85 322.5

TOWER 124.975 279.575 285.425 46.7 (Mon 1130Z thru Fri 0100Z. CLOSED federal holidays) other times ctc Savannah APP 127.65. If Savannah APP clsd ctc JAX CENTER 127.65.

GND CON 121.8 291.675 GCA 143.2 317.475 (Mon 1130-0300Z and Fri 1130-0100Z)

PMSV METRO 309.0 (Auto AN/FMQ-19 in use. KSVN forecasters avbl, Sun-Fri 0200Z-0100Z, clsd Federal hol.)

ARNG OPS 139.4 38.15 USCG SAVANNAH AIR 345.0 5692 (5692 Single Sideband)

AIRSPACE: CLASS D svc Mon 1130Z thru Fri 0100Z, clsd federal holidays, other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE SVN.

(T) VORW/DME 111.6 SVN Chan 53 N32°00.72' W81°08.45' at fld. 40/2W. Unmonitored Sat-Mon and hol 0200-1230Z. Mil use only.

DME unusable:

195-200' blo 1,800'

201°-225° blo 1,800'

WASSA NDB (LOM) 335 SV N32°00.54' W80°59.20' 277° 8.2 NM to fld. Unmonitored Sat-Mon and hol 0200-1200Z.

ILS/DME 109.5 I-SVN Chan 32 Rwy 28. Class IT. LOM WASSA NDB.

ASR/PAR (Mon-Thu 1130-0300Z, Fri 0730-0100Z, except holidays

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

**JACKSON CO** (See JEFFERSON)

## JASPER

**PICKENS CO** (JZP) 2 SW UTC-5(-4DT) N34°27.21' W84°27.43'

ATLANTA

1535 B S2 FUEL 100LL, JET A NOTAM FILE MCN

H-9A, 12F, L-181

RWY 16-34: H5000X100 (ASPH) S-14 MIRL 0.7% up S

IAP

RWY 16: PAPI(P2R)—GA 3.0° TCH 25'. Trees.

RWY 34: PAPI(P2L)—GA 3.0° TCH 29'.

**AIRPORT REMARKS:** Attended 1400-2300Z. Extensive student training

Atlanta 340° 45 NM—Atlanta 355° 49NM; 3000-9000 ft;

1700-2230Z. MIRL Rwy 16-34 preset on low ints dusk-0500Z, to increase ints and ACTIVATE after 0500Z—CTAF.

**WEATHER DATA SOURCES:** AWOS-A 285. OTS indef.

**COMMUNICATIONS:** CTAF/UNICOM 122.725

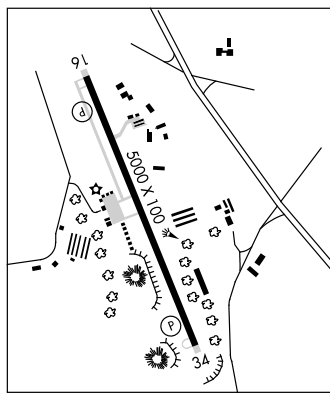
Ⓡ ATLANTA CENTER APP/DEP CON 133.1

GCO 121.725 (FLIGHT SERVICE)

RADIO AIDS TO NAVIGATION: NOTAM FILE RMG.

ROME (H) VORTACW 115.4 RMG Chan 101 N34°09.75'

W85°07.17' 061° 37.2 NM to fld. 1150/01E. HIWAS.



WAAS CH <b>82005</b> <b>W16A</b>	APP CRS <b>163°</b>	Rwy Idg TDZE <b>1515</b> Apt Elev <b>1535</b>
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## RNAV (GPS) RWY 16

JASPER/PICKENS COUNTY (JZP)

**▼** If local altimeter setting not received, use Cobb County-Mc Collum Field altimeter setting and increase all DAs/MDAs 140 feet. DME/DME  
**▲ NA** RNP-0.3 NA. Visibility reduction by helicopters NA.

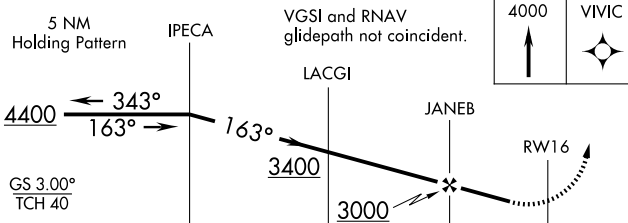
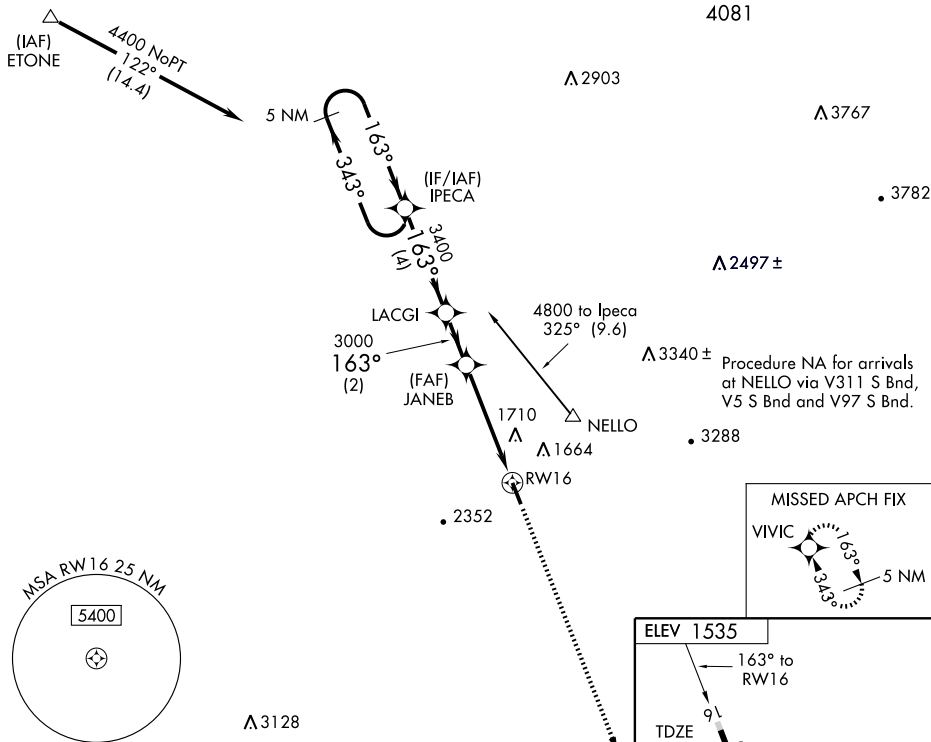
MISSED APPROACH: Climb to 4000  
direct VIVIC and hold.

AWOS-A  
**285**

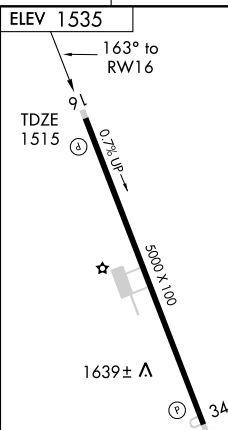
ATLANTA CENTER  
**133.1 290.8**

GCO  
**121.725**

UNICOM  
**122.725 (CTAF) 0**



CATEGORY	A	B	C	D
LPV DA	1929-1½	414 (400-1½)		NA
LNNAV MDA	1960-1	445 (500-1)	1960-1¼ 445 (500-1¼)	NA
CIRCLING	1960-1 425 (500-1)	2160-1 625 (700-1)	2360-2½ 825 (900-2½)	NA



MIRL Rwy 16-34 0





## JEFFERSON

## JACKSON CO

(19A) 3 NE UTC-5(-4DT) N34°10.55' W83°33.70'

951 B S2 FUEL 100LL, JET A NOTAM FILE MCN

RWY 17-35: H5210X75 (ASPH) S-30, D-43 MIRL 0.4% up S

RWY 17: PAPI(P2L)—GA 3.0° TCH 51'. Trees.

RWY 35: PAPI(P2L). Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1300-2200Z†. Self service fuel avbl 24 hrs with credit card. PAEW invof Rwy 17-35. Deer on and invof arpt. MIRL Rwy 17-35 preset on low ints dusk-0300Z†, to increase ints and ACTIVATE after 0300Z†—CTAF.

**WEATHER DATA SOURCES:** ASOS 118.125 (706) 367-1607.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ ATLANTA APP/DEP CON 132.475 (blo 7000')

127.5 (abv 7000') (0200-0915Z†)

Ⓡ ATLANTA CENTER APP/DEP CON 127.5 (0915-0200Z†)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AHN.

ATHENS (H) VORTAC 109.6 AHN Chan 33 N33°56.86'

W83°19.49' 319° 18.1 NM to fld. 790/00E. HIWAS.

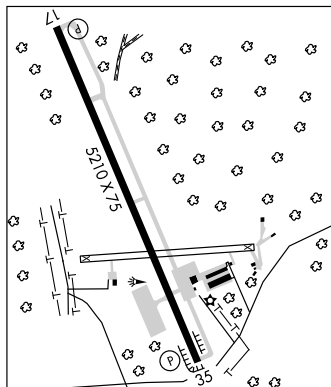
COMMERCE NDB (MHW) 244 DDA N34°03.73' W83°31.26'

346° 7.1 NM to fld. NOTAM FILE MCN. NDB unmonitored.

ATLANTA

H-9B, 12F, L-18J

IAP



JEFFI N31°13.70' W81°32.56' NOTAM FILE BQK.

NDB (LOM) 275 BQ 069° 4.3 NM to Brunswick Golden Isles.

JACKSONVILLE

L-24H

JEKYLL ISLAND (Ø9J) 6 SE UTC-5(-4DT) N31°04.47' W81°25.67'

11 B NOTAM FILE MCN

RWY 18-36: H3715X75 (ASPH) S-20 MIRL

RWY 18: PAPI(P2L)—GA 3.0° TCH 20'. Rgt tfc.

RWY 36: PAPI(P2L)—GA 3.0° TCH 20'. Trees.

**AIRPORT REMARKS:** Attended 1400-2100Z†. Rotating bcn located on top of a water tank ½-1 mile northeast of Rwy 18, in a swampy area.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

Ⓡ JAX CENTER APP/DEP CON 126.75

**RADIO AIDS TO NAVIGATION:** NOTAM FILE SSI.

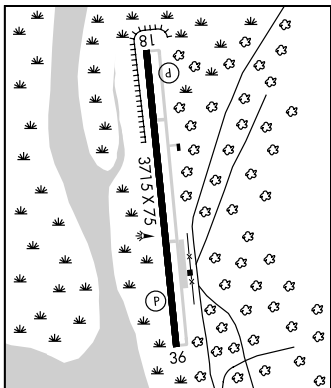
BRUNSWICK (L) VORTAC 109.8 SSI Chan 35 N31°03.03'

W81°26.76' 037° 1.7 NM to fld. 10/04W.

JACKSONVILLE

L-24H

IAP



WAAS CH <b>78404</b> <b>W17A</b>	APP CRS <b>168°</b>	Rwy Idg <b>5210</b> TDZE <b>943</b> Apt Elev <b>951</b>
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# RNAV (GPS) RWY 17

JEFFERSON/ JACKSON COUNTY (19A)

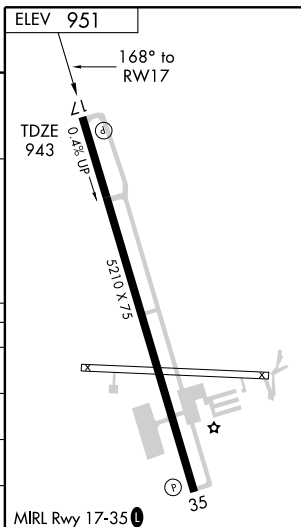
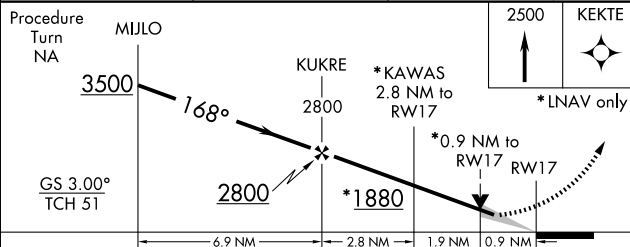
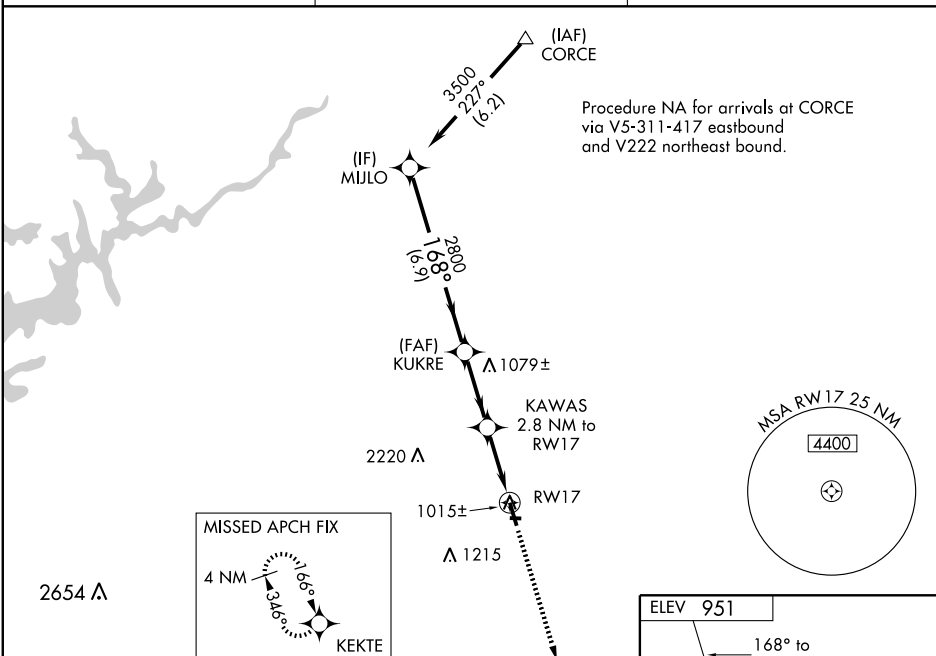
Baro-VNAV NA when using Athens/Ben Epps altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. VDP NA when using Athens/Ben Epps altimeter setting. When local altimeter setting not received, use Athens/Ben Epps altimeter setting and increase all DA/MDA 80 feet. Increase LPV and LNAV/VNAV visibility ¼ mile. Increase LNAV Cat C/D visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct KEKTE and hold.

ASOS  
**118.125**

ATLANTA APP CON \*  
**127.5 316.05**

UNICOM  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D
LPV DA		1193-1	250 (300-1)	
LNAV/VNAV DA		1228-1	285 (300-1)	
LNAV MDA		1280-1	337 (400-1)	
CIRCLING	1360-1 409 (500-1)	1420-1 469 (500-1)	1420-1½ 469 (500-1½)	1520-2 569 (600-2)

WAAS CH <b>82704</b> <b>W35A</b>	APP CRS <b>348°</b>	Rwy Idg <b>5210</b> TDZE <b>950</b> Apt Elev <b>951</b>
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# RNAV (GPS) RWY 35

JEFFERSON/ JACKSON COUNTY (19A)

▼ Baro-VNAV NA when using Athens/Ben Epps altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C (4°F) or above 46°C (114°F).  
 ▲ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Athens/Ben Epps altimeter setting and increase all DA/MDA 80 feet. Increase LPV and LNAV/VNAV visibility ¼ mile. Increase LNAV Cat D visibility ¼ mile.

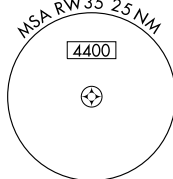
MISSED APPROACH: Climb to 3500 direct MIJO and hold.

ASOS  
**118.125**

ATLANTA APP CON ★  
**127.5 316.05**

UNICOM  
**122.8 (CTAF) 0**

MISSED APCH FIX



2220 Λ

1059±

1215 Λ

1071 Λ

RW35

(FAF)  
JIRWI

2500  
348°  
(6.1)

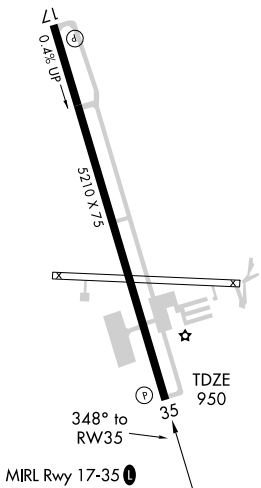
(IF)  
KEKTE

Procedure NA for arrivals at  
AHN VORTAC on airway radials  
291 CW 340.

2500  
294°  
(9.1)

(IAF)  
ATHENS  
AHN

ELEV 951



3500	MIJO	Procedure Turn NA			
RW35	JIRWI 2500	348°	2500	KEKTE	
		2500			
	4.7 NM	6.1 NM			
CATEGORY	A	B	C	D	
LPV DA	1233-1 283 (300-1)				
LNAV/VNAV DA	1329-1¼ 379 (400-1¼)				
LNAV MDA	1380-1	430 (500-1)	1380-1¼ 430 (500-1¼)	1380-1½ 430 (500-1½)	
CIRCLING	1380-1 429 (500-1)	1420-1 469 (500-1)	1420-1½ 469 (500-1½)	1520-2 569 (600-2)	

VORTAC AHN	APP CRS	Rwy Idg	<b>5210</b>
<b>109.6</b>	<b>319°</b>	TDZE	<b>950</b>
Chan <b>33</b>		Apt Elev	<b>951</b>

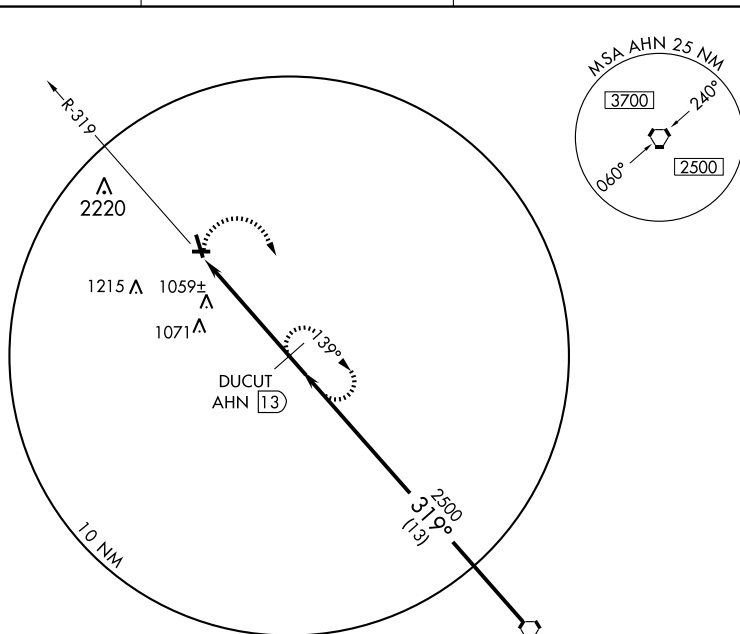
VOR/DME RWY 35  
JEFFERSON/JACKSON COUNTY (19A)

**T** Visibility reduction by helicopters NA.  
**A** When local altimeter setting not received, use Athens/Ben Epps altimeter setting and increase all MDA 80 feet and S-35 Cat C visibility ¼ mile.

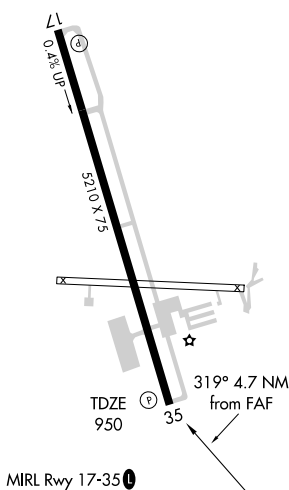
**MISSED APPROACH:** Climbing right turn to 3000 via AHN VORTAC R-319 to DUCUT/AHN 13 DME and hold.

ASOS  
118.125

ATLANTA APP CON ★  
127.5 316.05

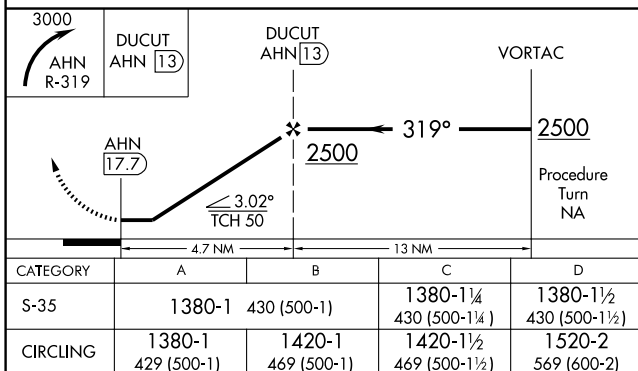
UNICOM  
122.8 (CTAF) **L**

ELEV 951



Procedure NA for arrivals on  
AHN VORTAC via airway radials  
291 CW 340.

IF/IAF  
ATHENS  
109.6 AHN  
Chan 33



JEFFERSON, GEORGIA  
Amdt 1 22OCT09

JEFFERSON/JACKSON COUNTY (19A)  
VOR/DME RWY 35

34°11'N-83°34'W

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4. 26 AUG 2010 to 23 SEP 2010

## JEFFERSON

## JACKSON CO

(19A) 3 NE UTC-5(-4DT) N34°10.55' W83°33.70'

951 B S2 FUEL 100LL, JET A NOTAM FILE MCN

RWY 17-35: H5210X75 (ASPH) S-30, D-43 MIRL 0.4% up S

RWY 17: PAPI(P2L)—GA 3.0° TCH 51'. Trees.

RWY 35: PAPI(P2L). Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1300-2200Z†. Self service fuel avbl 24 hrs with credit card. PAEW invof Rwy 17-35. Deer on and invof arpt. MIRL Rwy 17-35 preset on low ints dusk-0300Z†, to increase ints and ACTIVATE after 0300Z†—CTAF.

**WEATHER DATA SOURCES:** ASOS 118.125 (706) 367-1607.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ ATLANTA APP/DEP CON 132.475 (blo 7000')

127.5 (abv 7000') (0200-0915Z†)

Ⓡ ATLANTA CENTER APP/DEP CON 127.5 (0915-0200Z†)

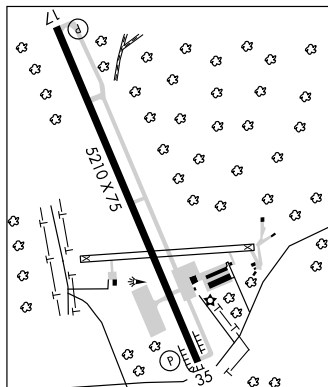
**RADIO AIDS TO NAVIGATION:** NOTAM FILE AHN.

ATHENS (H) VORTAC 109.6 AHN Chan 33 N33°56.86'

W83°19.49' 319° 18.1 NM to fld. 790/00E. HIWAS.

COMMERCE NDB (MHW) 244 DDA N34°03.73' W83°31.26'

346° 7.1 NM to fld. NOTAM FILE MCN. NDB unmonitored.



JEFFI N31°13.70' W81°32.56' NOTAM FILE BQK.

NDB (LOM) 275 BQ 069° 4.3 NM to Brunswick Golden Isles.

JACKSONVILLE

L-24H

JEKYLL ISLAND (Ø9J) 6 SE UTC-5(-4DT) N31°04.47' W81°25.67'

11 B NOTAM FILE MCN

RWY 18-36: H3715X75 (ASPH) S-20 MIRL

RWY 18: PAPI(P2L)—GA 3.0° TCH 20'. Rgt tfc.

RWY 36: PAPI(P2L)—GA 3.0° TCH 20'. Trees.

**AIRPORT REMARKS:** Attended 1400-2100Z†. Rotating bcn located on top of a water tank ½-1 mile northeast of Rwy 18, in a swampy area.

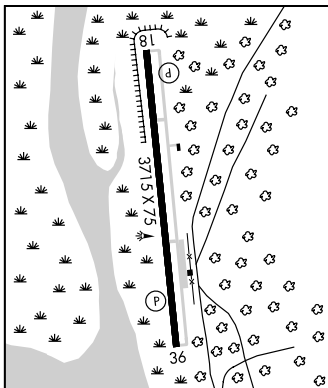
**COMMUNICATIONS:** CTAF/UNICOM 123.0

Ⓡ JAX CENTER APP/DEP CON 126.75

**RADIO AIDS TO NAVIGATION:** NOTAM FILE SSI.

BRUNSWICK (L) VORTAC 109.8 SSI Chan 35 N31°03.03'

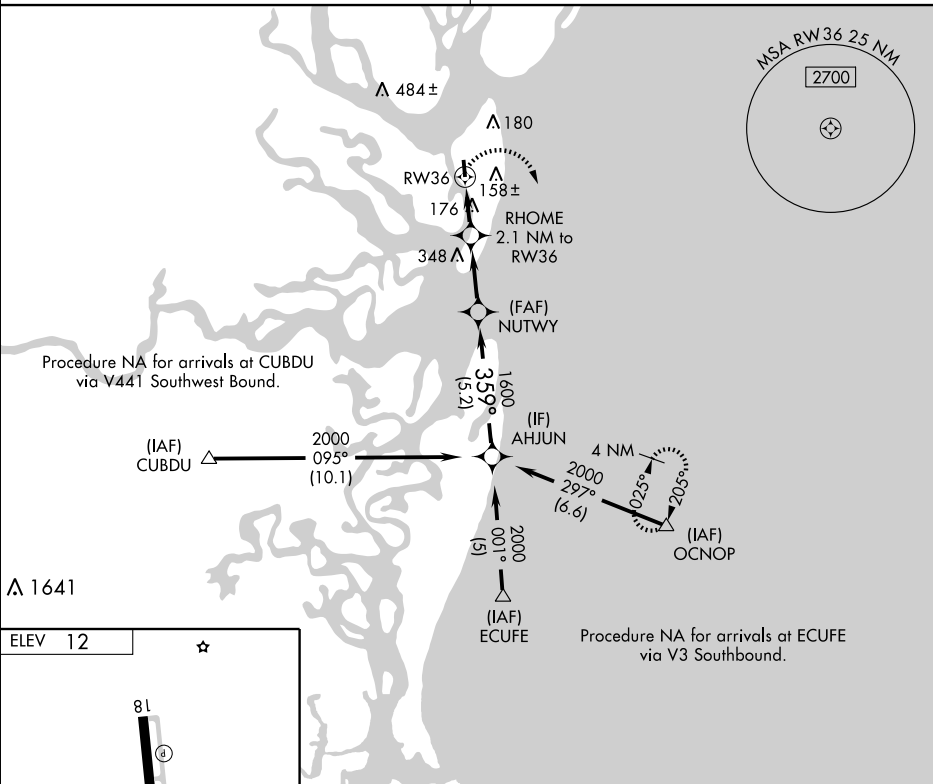
W81°26.76' 037° 1.7 NM to fld. 10/04W.



**RNAV (GPS) RWY 36**  
JEKYLL ISLAND (09J)

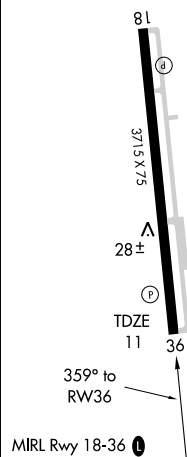
**MISSED APPROACH:** Climbing right turn to 2000 direct OCNOP and hold. When authorized by ATC, climb-in-hold to 4000.

UNICOM  
123.0 (CTAF) **L**



ELEV	12
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ELEV	12
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JEKYLL ISLAND, GEORGIA  
Orig 22OCT09

31° 04'N - 81° 26'W

JEKYLL ISLAND (09J)  
RNAV (GPS) RWY 36

SE-4. 26 AUG 2010 to 23 SEP 2010

VORTAC SSI	APP CRS	Rwy Idg	N/A
109.8	037°	TDZE	N/A
Chan 35		Apt Elev	12

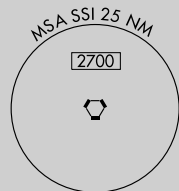
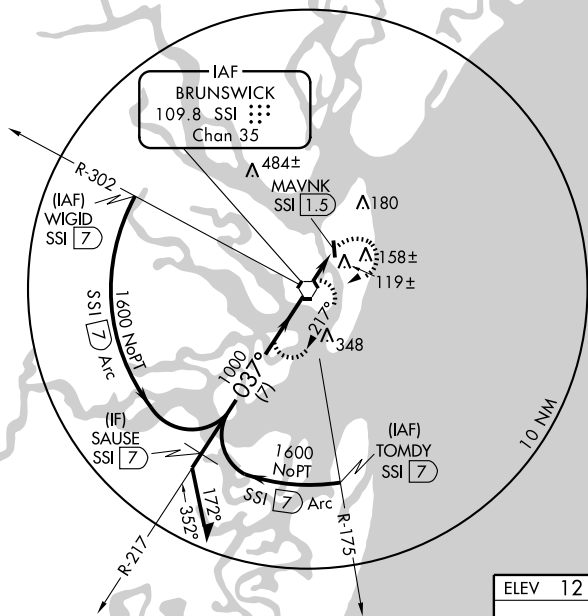
**VOR-A**  
JEKYLL ISLAND (09J)

Use Brunswick/Malcolm McKinnon altimeter setting;  
when not received, use Jacksonville Intl altimeter setting  
and increase MDA 100 feet.

MISSED APPROACH: Climbing right turn  
to 2000 direct SSI VORTAC and hold,  
continue climb-in-hold to 2000.

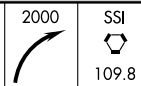
JACKSONVILLE CENTER  
**126.75 277.4**

UNICOM  
**123.0 (CTAF) 0**



△ 1641

ELEV 12



Remain within 10 NM

1600

217°

037°

1000

MAVNK  
SSI 1.5

1.5 NM

037° 1.5 NM  
from FAF



CATEGORY	A	B	C	D
CIRCLING	480-1	468 (500-1)	NA	

MIRL Rwy 18-36 0



**JESUP-WAYNE CO** (JES) 3 S UTC-5(-4DT) N31°33.24' W81°52.95'

107 B FUEL 100LL, JET A NOTAM FILE MCN

RWY 11-29: H5500X100 (ASPH) S-21.5 MIRL 0.7% up W

RWY 11: PAPI(P2L)—GA 3.5° TCH 42'. Trees.

RWY 29: MALSF. PAPI(P2L)—TCH 55'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1300-2200Z±. ACTIVATE MIRL

Rwy 11-29, PAPI Rwy 11 and Rwy 29 and MALSF Rwy 29—CTAF.

WEATHER DATA SOURCES: AWOS-A 340 JES. OTS indef.

COMMUNICATIONS: CTAF/UNICOM 122.8

R JAX CENTER APP/DEP CON 126.75

RADIO AIDS TO NAVIGATION: NOTAM FILE AMG.

ALMA (H) VORTAC 115.1 AMG Chan 98 N31°32.19'  
W82°30.49' 088° 32.1 NM to fld. 200/00E. HIWAS.

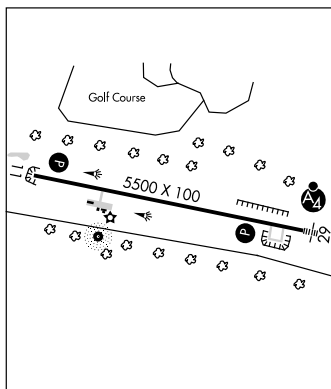
SLOVER NDB (MHW) 340 JES N31°33.15' W81°53.22' at fld.

AWOS-A. NOTAM FILE MCN.

JACKSONVILLE

H-9B, 12F, L-24H

IAP

**JUNNE** N33°38.77' W83°01.25' NOTAM FILE MCN.

NDB (MHW/LOM) 353 VV 249° 6.6 NM to Greene Co Rgnl.

ATLANTA

L-18J

**KAOLIN FLD** (See SANDERSVILLE)**LAFAYETTE****BARWICK LAFAYETTE** (9A5) 1 S UTC-5(-4DT) N34°41.31' W85°17.42'

777 B S4 FUEL 100LL, JET A1+ NOTAM FILE MCN

RWY 02-20: H5350X75 (ASPH) S-20 MIRL

RWY 02: PAPI(P2R)—GA 3.5° TCH 39'. Trees.

RWY 20: PAPI(P2L)—GA 3.5° TCH 38'. Thld dsplcd 450'. Railroad.

AIRPORT REMARKS: Attended Mon-Sat 1400-2200Z±. Deer on and in/ov

rwy and arpt. MIRL Rwy 02-20 preset med ints, to incr ints and

ACTIVATE MIRL Rwy 02-20 and PAPI Rwy 02 and Rwy 20—CTAF.

WEATHER DATA SOURCES: ASOS 119.775 (706) 639-1976.

COMMUNICATIONS: CTAF/UNICOM 122.8

CHATTANOOGA APP/DEP CON 125.1 (1100-0450Z±)

ATLANTA CENTER APP/DEP CON 133.8 (0450-1100Z±)

RADIO AIDS TO NAVIGATION: NOTAM FILE CHA.

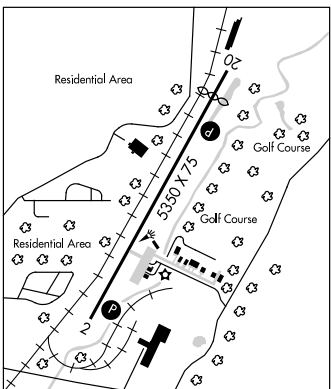
CHOO CHOO (H) VORTAC 115.8 GQO Chan 105 N34°57.68'

W85°09.20' 202° 17.7 NM to fld. 1030/01E. HIWAS.

ATLANTA

H-9A, 12F, L-18I

IAP



NDB JES <b>340</b>	APP CRS <b>108°</b>	Rwy Idg TDZE Apt Elev	<b>5500</b> <b>107</b> <b>107</b>
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# NDB RWY 11

JESUP-WAYNE COUNTY (JES)

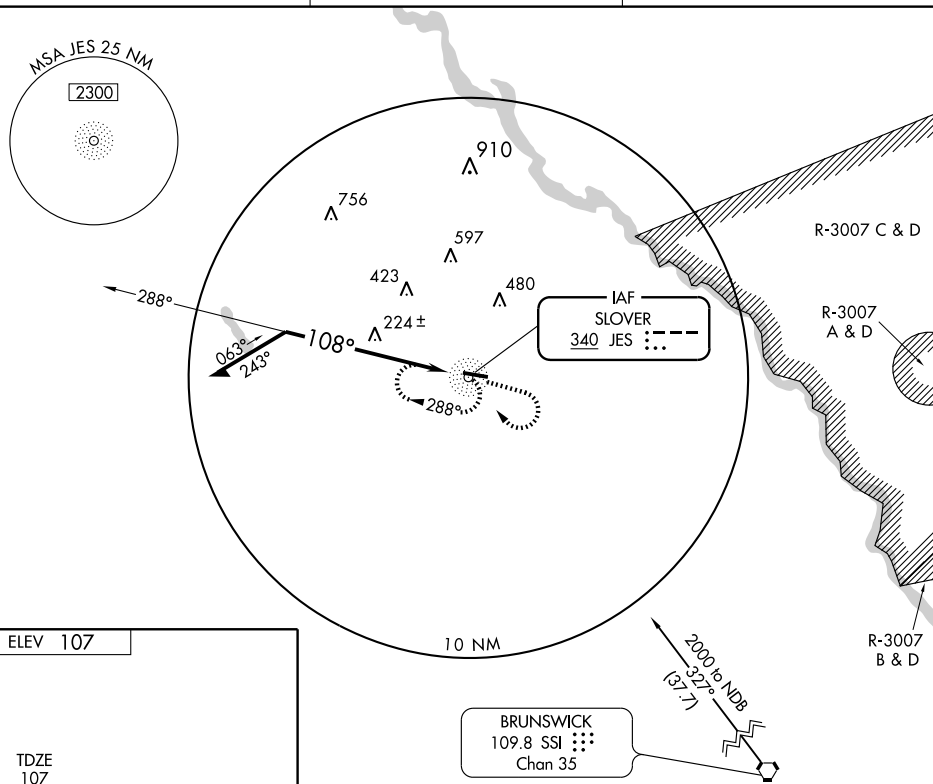
**▼** Visibility reduction by helicopters NA. When local altimeter setting not received, use Savannah/Hilton Head Intl altimeter setting and increase all MDA 140 feet, S-11 Cat C and D and Circling Cat D visibility ½ mile and Circling Cat C visibility ¼ mile.

**MISSED APPROACH:** Climb to 1100 then climbing right turn to 1800 direct JES NDB and hold, continue climb-in-hold to 1800.

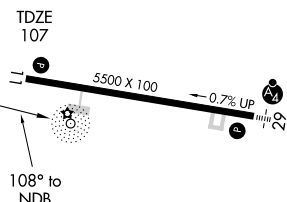
AWOS-A  
**340.0**

JACKSONVILLE CENTER  
**126.75 277.4**

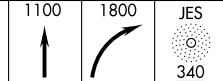
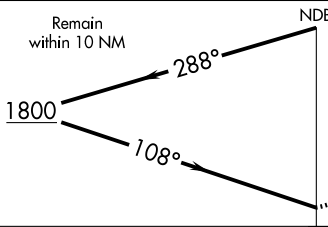
UNICOM  
**122.8 (CTAF) 0**



ELEV 107



Remain within 10 NM



MIRL Rwy 11-29 0

CATEGORY	A	B	C	D
S-11	580-1	473 (500-1)	580-1¼ 473 (500-1¼)	580-1½ 473 (500-1½)
CIRCLING	580-1	473 (500-1)	580-1½ 473 (500-1½)	780-2¼ 673 (700-2¼)

NDB JES <b>340</b>	APP CRS <b>276°</b>	Rwy Idg TDZE Apt Elev	<b>5500</b> <b>96</b> <b>107</b>
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**NDB RWY 29**

JESUP-WAYNE COUNTY (JES)

**▼** Visibility reduction by helicopters NA. When local altimeter setting not received, use Savannah/Hilton Head Intl altimeter setting and increase all MDA 140 feet, S-29 Cat C and D visibility ¼ mile, and Circling Cat D visibility ½ mile. Inoperative table does not apply to S-29 Cat C.

**▲ NA**

MALSF

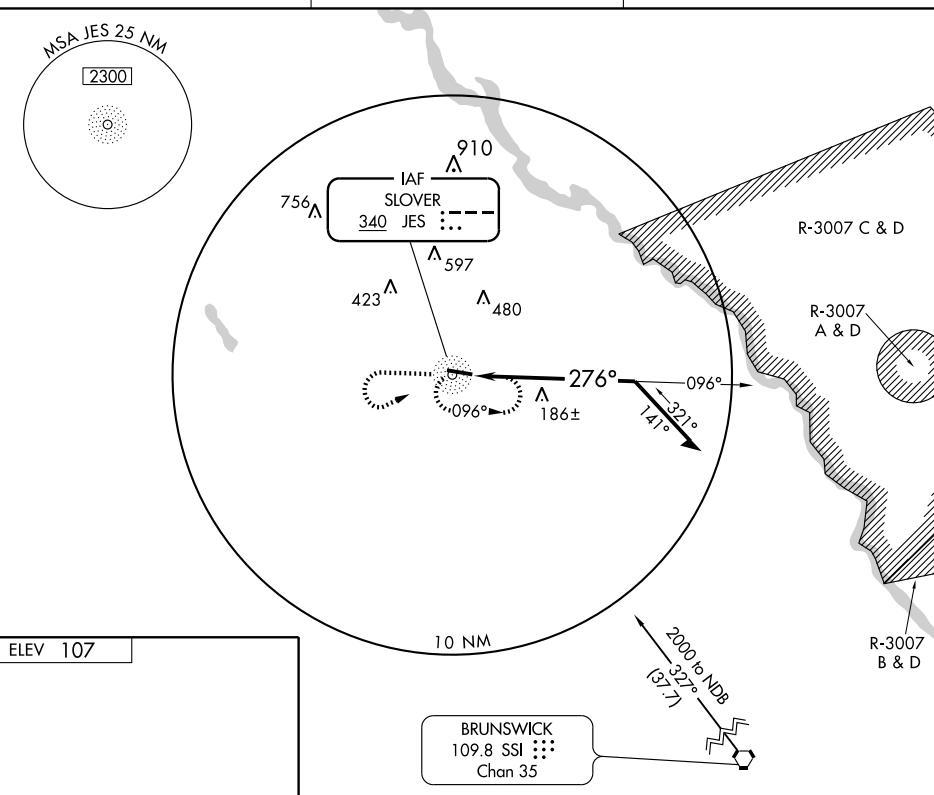


**MISSED APPROACH:** Climb to 1100 then climbing left turn to 1800 direct JES NDB and hold, continue climb-in-hold to 1800.

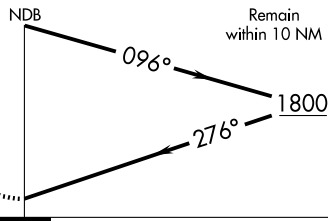
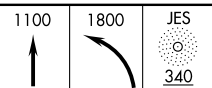
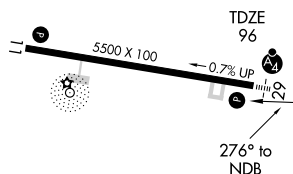
AWOS-A  
**340.0**

JACKSONVILLE CENTER  
**126.75 277.4**

UNICOM  
**122.8 (CTAF) 0**



ELEV 107



MRL Rwy 11-29 0

CATEGORY	A	B	C	D
S-29	540-3/4	444 (500-3/4)	540-1 1/4 444 (500-1 1/4)	540-1 1/2 444 (500-1 1/2)
CIRCLING	540-1 433 (500-1)	560-1 453 (500-1)	560-1 1/2 453 (500-1 1/2)	780-2 1/4 673 (700-2 1/4)

WAAS CH <b>77815</b> <b>W11A</b>	APP CRS <b>103°</b>	Rwy Idg TDZE Apt Elev	<b>5500</b> <b>107</b> <b>107</b>
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# RNAV (GPS) RWY 11

JESUP-WAYNE COUNTY (JES)

**▼** Baro-VNAV NA when using Savannah/Hilton Head Intl altimeter setting.  
**▲ NA** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP -0.3 NA. When local altimeter setting not received, use Savannah/Hilton Head Intl altimeter setting and increase LPV DA to 583, LNAV/VNAV DA to 594, and all MDA 140 feet; increase LPV all Cats and LNAV Cat C visibility ½ mile and LNAV/VNAV Cats visibility ¼ mile. VDP NA when using Savannah/Hilton Head Intl altimeter setting.

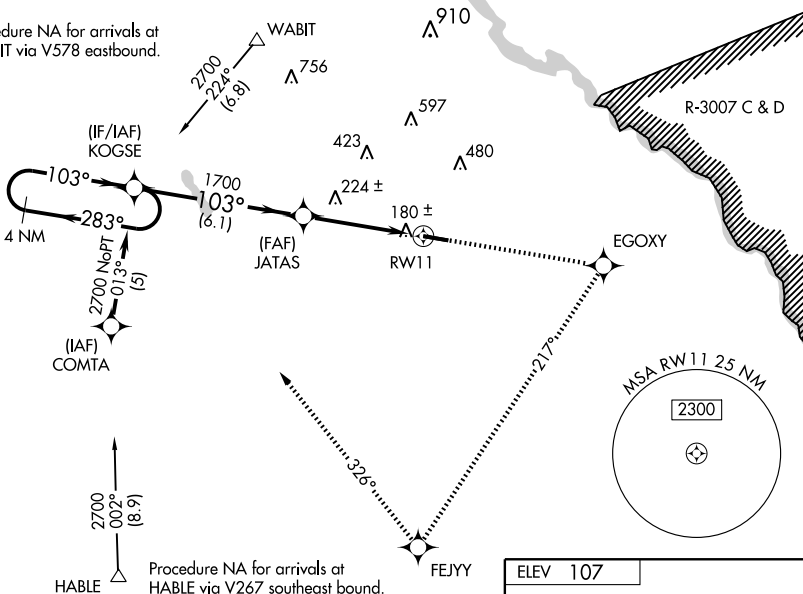
**MISSED APPROACH:** Climb to 2700 direct EGOXY and right turn via track 217° to FEJYY and right turn via track 326° to KOGSE and hold.

AWOS-A  
**340.0**

JACKSONVILLE CENTER  
**126.75 277.4**

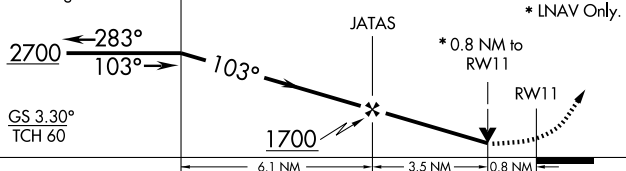
UNICOM  
**122.8 (CTAF)**

Procedure NA for arrivals at WABIT via V578 eastbound.



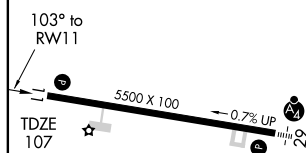
VGSI and RNAV glidepath not coincident.

4 NM  
Holding Pattern



CATEGORY	A	B	C	D
LPV DA	462-1	355 (400-1)		NA
LNAV/VNAV DA	473-1½	366 (400-1½)		NA
LNAV MDA	480-1	373 (400-1)		NA
CIRCLING	500-1 393 (400-1)	560-1 453 (500-1)	560-1½ 453 (500-1½)	NA

ELEV 107



MIRL Rwy 11-29

WAAS CH <b>53615</b> <b>W29A</b>	APP CRS <b>284°</b>	Rwy ldg TDZE Apt Elev	<b>5500</b> <b>96</b> <b>107</b>
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# RNAV (GPS) RWY 29

JESUP-WAYNE COUNTY (JES)

Baro-VNAV NA when using Savannah/Hilton Head Intl altimeter setting.  
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP -0.3 NA.  
 Visibility reduction by helicopters NA. When local altimeter setting not received, use Savannah/Hilton Head Intl altimeter setting and increase LPV DA to 485, LNAV/VNAV DA to 542, and all MDA 140 feet, increase LPV and LNAV/VNAV all Cats and Circling Cat D visibility ½ mile, increase LNAV Cat C and D visibility ¼ mile. Inoperative table does not apply.

MALSF

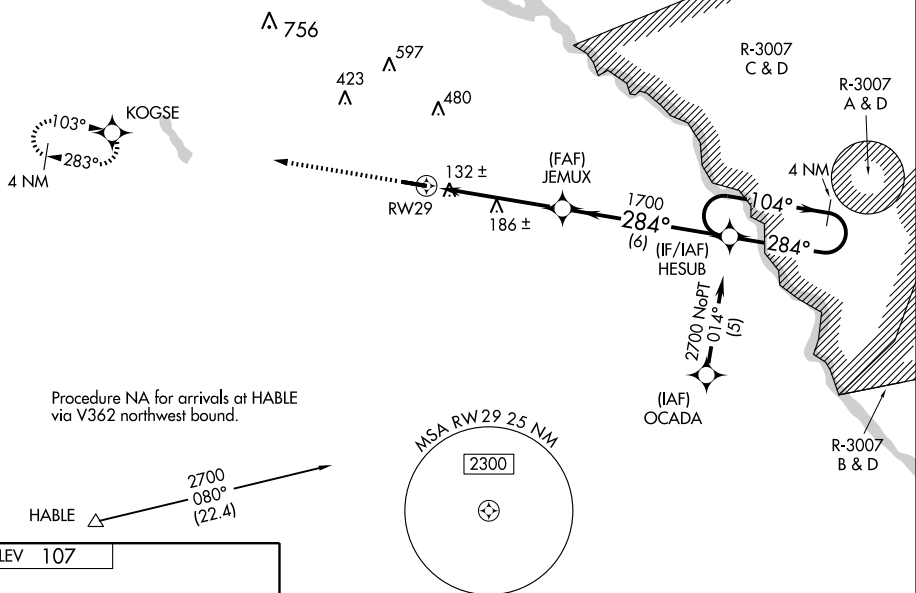


MISSED APPROACH: Climb to 2700 direct KOGSE and hold.

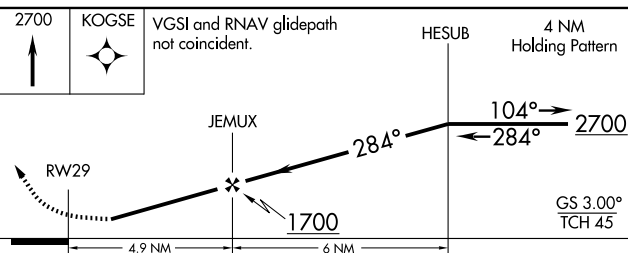
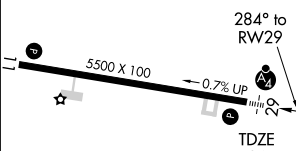
AWOS-A  
**340.0**

JACKSONVILLE CENTER  
**126.75 277.4**

UNICOM  
**122.8 (CTAF) 1**



ELEV 107



CATEGORY	A	B	C	D
LPV DA		364-1	268 (300-1)	
LNAV/VNAV DA		421-1¼	325 (400-1¼)	
LNAV MDA		440-1	344 (400-1)	440-1¼ 344 (400-1¼)
CIRCLING	500-1 393 (400-1)	560-1 453 (500-1)	560-1½ 453 (500-1½)	780-2¼ 673 (700-2¼)

MIRL Rwy 11-29 1

**JESUP-WAYNE CO** (JES) 3 S UTC-5(-4DT) N31°33.24' W81°52.95'

107 B FUEL 100LL, JET A NOTAM FILE MCN

RWY 11-29: H5500X100 (ASPH) S-21.5 MIRL 0.7% up W

RWY 11: PAPI(P2L)—GA 3.5°TCH 42'. Trees.

RWY 29: MALS F. PAPI(P2L)—TCH 55'. Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1300-2200Z†. ACTIVATE MIRL

Rwy 11-29, PAPI Rwy 11 and Rwy 29 and MALS F Rwy 29—CTAF.

**WEATHER DATA SOURCES:** AWOS-A 340 JES. OTS indef.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ JAX CENTER APP/DEP CON 126.75

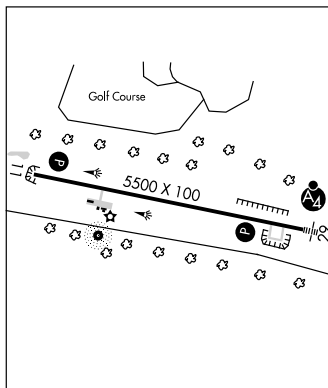
**RADIO AIDS TO NAVIGATION:** NOTAM FILE AMG.

ALMA (H) VORTAC 115.1 AMG Chan 98 N31°32.19'  
W82°30.49' 088° 32.1 NM to fld. 200/00E. HIWAS.

SLOVER NDB (MHW) 340 JES N31°33.15' W81°53.22' at fld.

AWOS-A. NOTAM FILE MCN.

JACKSONVILLE  
H-9B, 12F, L-24H  
IAP



**JUNNE** N33°38.77' W83°01.25' NOTAM FILE MCN.

NDB (MHW/LOM) 353 VV 249° 6.6 NM to Greene Co Rgnl.

ATLANTA  
L-18J

**KAOLIN FLD** (See SANDERSVILLE)

**LAFAYETTE**

**BARWICK LAFAYETTE** (9A5) 1 S UTC-5(-4DT) N34°41.31' W85°17.42'

777 B S4 FUEL 100LL, JET A1+ NOTAM FILE MCN

RWY 02-20: H5350X75 (ASPH) S-20 MIRL

RWY 02: PAPI(P2R)—GA 3.5° TCH 39'. Trees.

RWY 20: PAPI(P2L)—GA 3.5° TCH 38'. Thld dsplcd 450'. Railroad.

**AIRPORT REMARKS:** Attended Mon-Sat 1400-2200Z†. Deer on and in/ov

rwy and arpt. MIRL Rwy 02-20 preset med ints, to incr ints and

ACTIVATE MIRL Rwy 02-20 and PAPI Rwy 02 and Rwy 20—CTAF.

**WEATHER DATA SOURCES:** ASOS 119.775 (706) 639-1976.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

CHATTANOOGA APP/DEP CON 125.1 (1100-0450Z†)

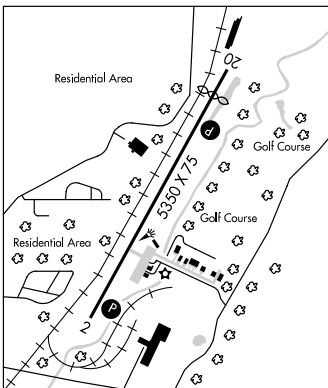
ATLANTA CENTER APP/DEP CON 133.8 (0450-1100Z†)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CHA.

CHOO CHOO (H) VORTAC 115.8 GQO Chan 105 N34°57.68'

W85°09.20' 202° 17.7 NM to fld. 1030/01E. HIWAS.

ATLANTA  
H-9A, 12F, L-18I  
IAP



APP CRS	Rwy Idg	<b>5350</b>
<b>022°</b>	TDZE	<b>773</b>
	Apr Elev	<b>777</b>

# RNAV (GPS) RWY 2

LAFAYETTE/BARWICK LAFAYETTE (9A5)

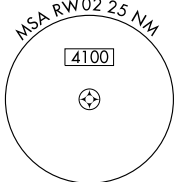
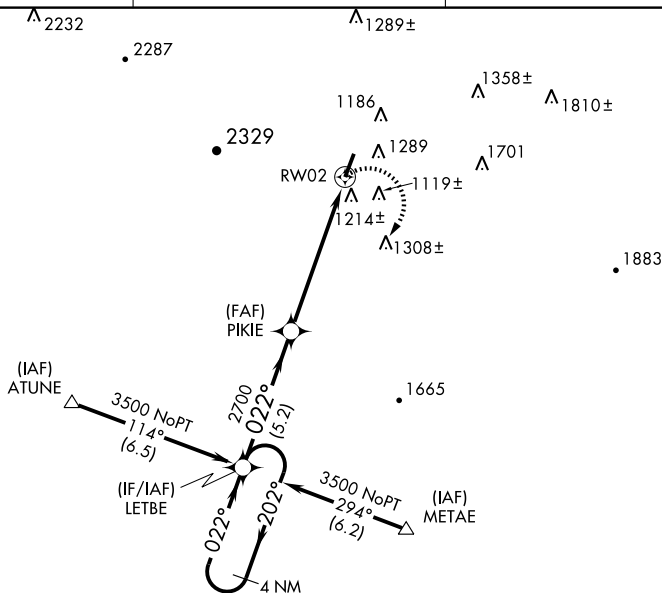
**NA** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Chattanooga, TN. Lovell Field altimeter setting and increase all MDA 80 feet.

**MISSED APPROACH:** Climbing right turn to 3500 direct LETBE and hold.

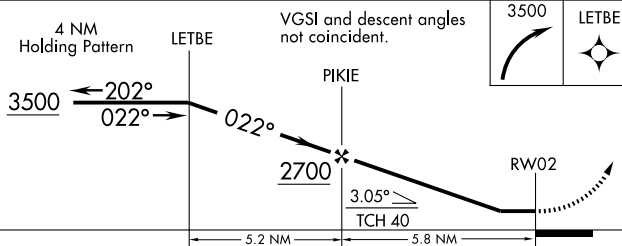
ASOS  
**119.775**

CHATTANOOGA APP CON ★  
**125.1 379.1**

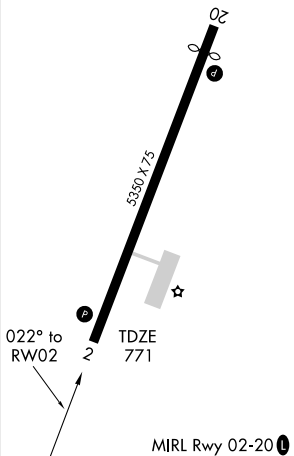
UNICOM  
**122.8 (CTAF) 0**



ELEV 777



CATEGORY	A	B	C	D
LNNAV MDA	1480-1 707 (800-1)		NA	
CIRCLING	1660-1¼ 883 (900-1¼)		NA	

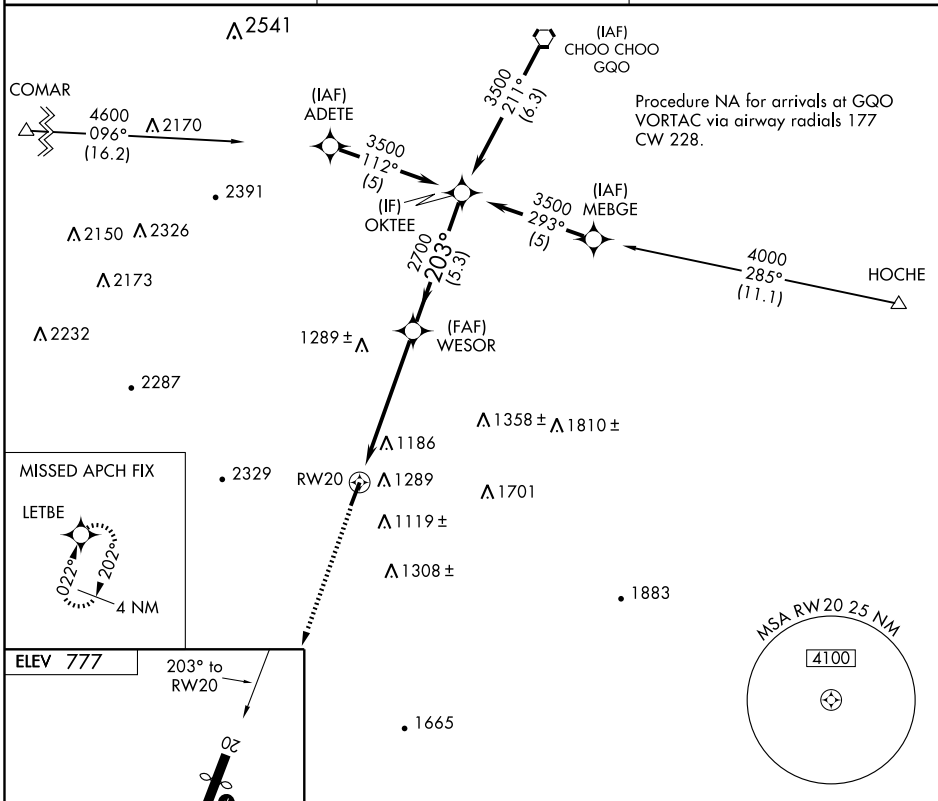


APP CRS <b>203°</b>	Rwy Idg TDZE Apt Elev	<b>4900</b> <b>777</b> <b>777</b>
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## RNAV (GPS) RWY 20

LAFAYETTE/BARWICK LAFAYETTE (9A5)

<b>NA</b>	DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Chattanooga, TN, Lovell Field altimeter setting and increase all MDA 80 feet, and LNAV visibility ¼ mile.	MISSED APPROACH: Climb to 3500 direct LETBE and hold.
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ASOS  
**119.775**CHATTANOOGA APP CON★  
**125.1 379.1**UNICOM  
**122.8 (CTAF) 0**

ELEV 777

203° to RW20

3500

LETBE

VGSI and descent angles not coincident.

Procedure Turn NA

WESOR

OKTEE

3500

RW20

2700

≤ 3.05°

TCH 40

5.8 NM

5.3 NM

CATEGORY	A	B	C	D
LNAV MDA	1600-1 823 (900-1)	NA		
CIRCLING	1660-1¼ 883 (900-1¼)	NA		

MIRL Rwy 2-20 0

LAFAYETTE, GEORGIA

Amdt 1 09295

34°41'N-85°17'W

LAFAYETTE/BARWICK LAFAYETTE (9A5)

RNAV (GPS) RWY 20



**LAGRANGE—CALLAWAY** (LGC) 3 SW UTC-5(-4DT) N33°00.53' W85°04.36'

ATLANTA

693 B S4 FUEL 100LL, JET A+ TPA-1700(1007) NOTAM FILE LGC

H-9A, 12F, L-181

RWY 13-31: H5600X150 (ASPH-GRVD) S-75, D-100, 2D-100 MIRL

IAP

RWY 13: REIL. PAPI(P4L)—GA 3.5°TCH 52'.

RWY 31: MALSR. PAPI(P4R)—GA 3.0°TCH 43'.

RWY 03-21: H5000X100 (ASPH) S-45, D-50 0.3% up NE

RWY 03: Trees. RWY 21: Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1300-0100Z†, Sat-Sun 1300-2300Z†. Deer on and invof arpt. Glider ops on and invof arpt during dalgt hrs Sat-Sun. MIRL Rwy 13-31 and REIL Rwy 13 preset on low ints; to increase ints ACTIVATE—CTAF. ACTIVATE MALSR Rwy 31, PAPI Rws 13 and 31 and twy lgts—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 126.325 (706) 845-0677. HIWAS 115.6 LGC.

**COMMUNICATIONS:** CTAF/UNICOM 122.975

RCO 122.1R 115.6T (MACON RADIO)

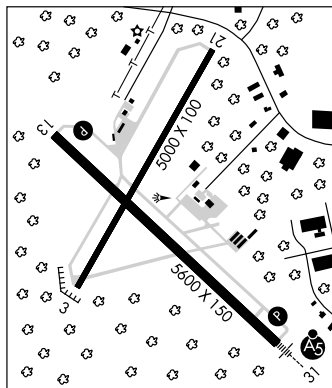
Ⓡ ATLANTA APP/DEP CON 125.5 (blo 7000') 126.55 (7000' & abv)  
(1115-0500Z†) CLNC DEL 119.25

ATLANTA CENTER APP/DEP CON 120.45 (0500-1115Z†)  
CLNC DEL 120.45

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCN.

(H) VORTAC 115.6 LGC Chan 103 N33°02.95' W85°12.37'  
109° 7.2 NM to fld. 790/01E. HIWAS.

ILS 110.9 I-GNK Rwy 31. Class IA. Glide Slope unusable byd 5° left of localizer course. ILS unmonitored 0100-1300Z†.

**COMM/NAV/WEATHER REMARKS:** AWOS-3 ceiling unreliable.**LAWRENCEVILLE****GWINNETT CO—BRISCOE FLD** (LZU) 2 NE UTC-5(4DT) N33°58.68' W83°57.74'

ATLANTA

1061 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 TPA—See Remarks

H-9B, 12F, L-181, A

NOTAM FILE LZU

IAP, AD

RWY 07-25: H6000X100 (ASPH) S-45, D-60 HIRL 0.5% up W

RWY 07: PAPI(P2L)—GA 3.0° TCH 40'. Trees.

RWY 25: MALSR. PAPI(P2L)—GA 3.0° TCH 48'. Pole.

**AIRPORT REMARKS:** Attended continuously. TPA for lgt acft 2100(1039), TPA for jet and turbo prop acft 2600(1539). Twy T has NSTD marking, does not meet Design GP II std. When twr clsd HIRL Rwy 07-25 preset on low ints, to increase and ACTIVATE MALSR Rwy 25—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 (770) 339-7753. LAWRS.**COMMUNICATIONS:** CTAF 124.1 ATIS 132.275

UNICOM 123.05

Ⓡ ATLANTA APP/DEP CON 126.975 CLNC DEL 134.0 (When twr clsd)  
TOWER 124.1 (1200-0200Z†) GND CON 121.8

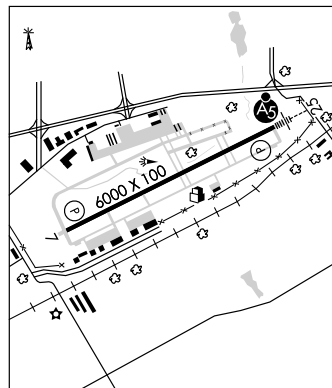
CLNC DEL 121.8.

**AIRSPACE:** CLASS D svc 1200-0200Z† other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE ATL.

ATLANTA (H) VORTAC 116.9 ATL Chan 116 N33°37.75'  
W84°26.11' 048° 31.6 NM to fld. 1000/00E.

GWNET NDB (LOM) 419 TX N34°01.20' W83°51.77' 246° 5.6  
NM to fld.

ILS 109.95 I-TXP Rwy 25. Class IB. LOM GWNET NDB. Localizer unmonitored. GS unusable byd 4° rgt of



LOC I-GNK	APP CRS	Rwy Idg	<b>5600</b>
<b><u>110.9</u></b>	<b>311°</b>	TDZE	<b>681</b>
		Apt Elev	<b>694</b>

ILS or LOC RWY 31  
LAGRANGE-CALLAWAY (LGC)

**T** When local altimeter setting not received use Columbus altimeter setting and increase all DA 112 feet and all MDA 120 feet, increase S-ILS 31 all Cats, S-LOC 31 Cat C and D, Circling Cat D visibility  $\frac{1}{4}$  mile, and Circling Cat C visibility  $\frac{1}{2}$  mile. When using Columbus altimeter setting; for inoperative MALS, increase S-ILS 31 all Cats visibility to  $\frac{1}{4}$  mile.

MALSR

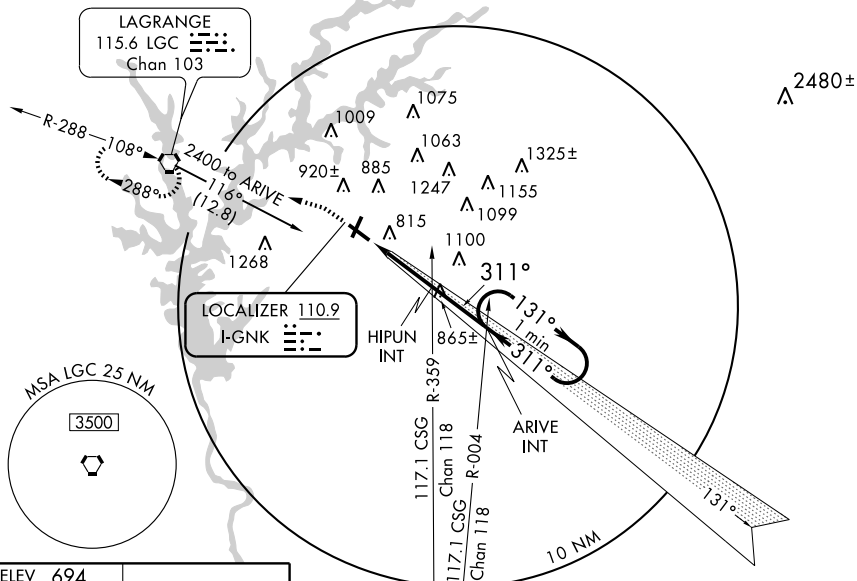
**MISSED APPROACH:** Climb to 1200 then climbing left turn to 2400 direct LGC VORTAC and hold.

AWOS-3  
126.325

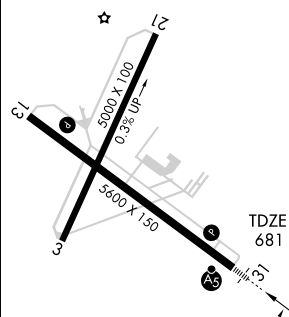
ATLANTA APP CON★  
125.5 323.1

CLNC DE  
**119.25**

UNICOM  
122.975 (CTAF) **L**






ELEV 694



REIL Rwy 13 **L** 311° 5.2 NM  
MIRL Rwy 13-31 **L** from FAF

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

1200	2400	LGC
		

\* LOC only

CATEGORY	A	B	C	D
S-ILS 31	881-1/2 200 (200-1/2)			
S-LOC 31	1120-1/2	439 (500-1/2)	1120-3/4 439 (500-3/4)	1120-1 439 (500-1)
CIRCLING	1280-1	586 (600-1)	1280-1 1/2 586 (600-1 1/2)	1280-2 586 (600-2)

LAGRANGE, GEORGIA

Amdt 2 08APR10

LAGRANGE-CALLAWAY (LGC)

ILS or LOC RWY 31

33°01'N - 85°04'W

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4. 26 AUG 2010 to 23 SEP 2010

WAAS CH <b>53616</b> <b>W03A</b>	APP CRS <b>028°</b>	Rwy Idg <b>5000</b> TDZE <b>684</b> Apt Elev <b>694</b>
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# RNAV (GPS) RWY 3

LAGRANGE-CALLAWAY (LGC)

**▼** Baro-VNAV NA when using Columbus altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.  
**▲** Visibility reduction by helicopters NA. When local altimeter setting not received, use Columbus altimeter setting and increase all DA 112 feet and all MDA 120 feet, increase LPV all Cats visibility ½ mile, LNAV/VNAV all Cats visibility ¼ mile, LNAV Cat C and D visibility ¼ mile, Circling Cat C visibility ½ mile, Cat D visibility ¼ mile.

**MISSED APPROACH:**  
Climb to 3500 direct COGED and left turn via track 288° to WERTU and hold.

AWOS-3

**126.325**

ATLANTA APP CON★

**125.5 323.1**

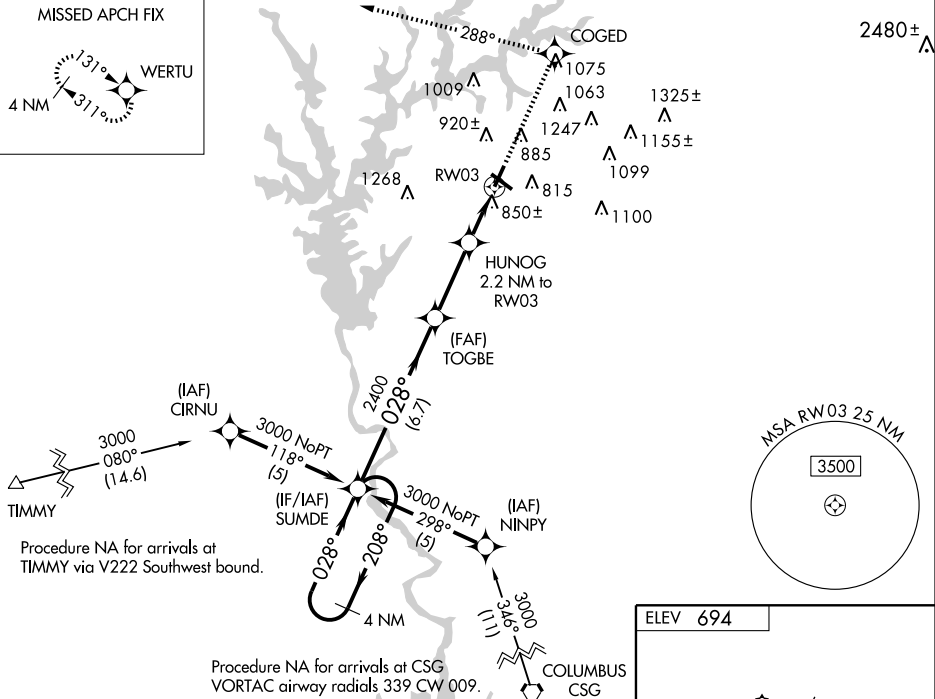
CLNC DEL

**119.25**

UNICOM

**122.975 (CTAF) ①**

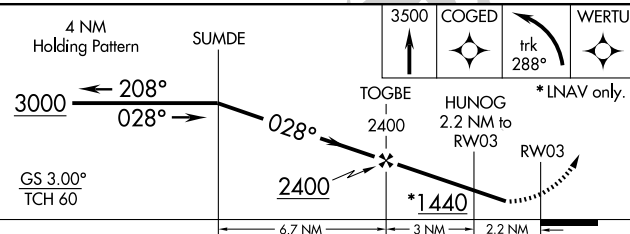
MISSED APCH FIX



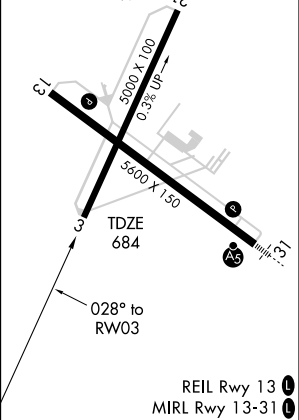
Procedure NA for arrivals at TIMMY via V222 Southwest bound.

Procedure NA for arrivals at CSG VORTAC airway radials 339 CW 009.

ELEV 694



CATEGORY	A	B	C	D
LPV DA	1112-1½	428 (500-1½)		
LNAV/VNAV DA	1164-1¾	480 (500-1¾)		
LNAV MDA	1120-1 436 (500-1)	1120-1¼ 436 (500-1¼)	1120-1½ 436 (500-1½)	
CIRCLING	1280-1 586 (600-1)	1280-1½ 586 (600-1½)	1280-2 586 (600-2)	



WAAS CH <b>40416</b> <b>W13A</b>	APP CRS <b>131°</b>	Rwy Idg <b>5600</b> TDZE <b>681</b> Apt Elev <b>694</b>
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# RNAV (GPS) RWY 13

## LAGRANGE-CALLAWAY (LGC)

**▼** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP and Baro-VNAV NA when using Columbus altimeter setting. When local altimeter setting not received, use Columbus altimeter setting and increase all DA 112 feet and all MDA 120 feet, increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile, LNAV Cat C and D visibility ¼ mile, Circling Cat C visibility ½ mile, and Cat D visibility ¼ mile.

**MISSED APPROACH:**  
Climb to 3000 direct  
WAGUS and hold.

AWOS-3  
**126.325**

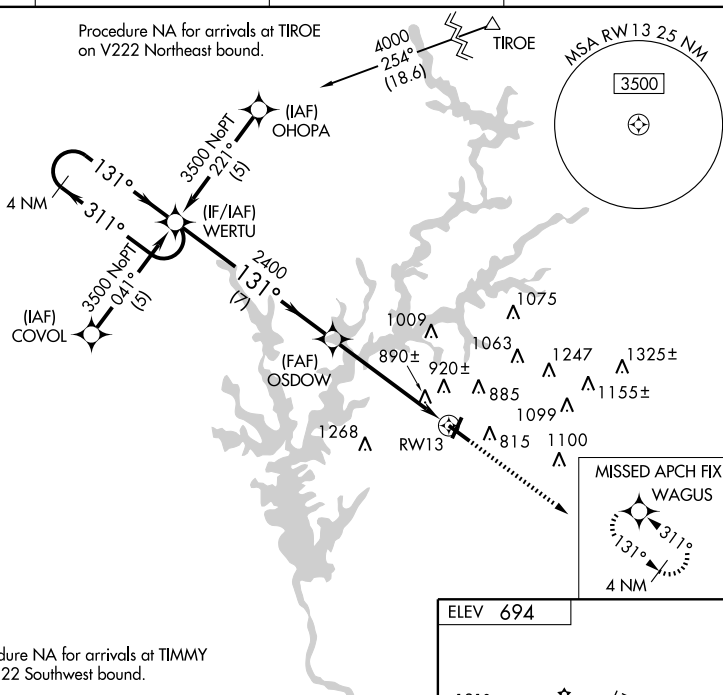
ATLANTA APP CON★  
**125.5 323.1**

CLNC DEL  
**119.25**

UNICOM  
**122.975 (CTAF) ①**

Procedure NA for arrivals at TIROE  
on V222 Northeast bound.

1429 **△**



4 NM  
Holding Pattern

WERTU

VGSI and RNAV  
glidepath not coincident.

3000 WAGUS

3500

311°

131°

WERTU

OSDOW

2400

131°

2400

GS 3.00°  
TCH 52

CATEGORY

A

B

C

D

LPV DA

1082-1½

401 (400-1½)

LNAV/VNAV DA

1212-1¾

531 (600-1¾)

LNAV MDA

1140-1

459 (500-1)

1140-1¼

459 (500-1¼)

1140-1½

459 (500-1½)

CIRCLING

1280-1

586 (600-1)

1280-1½

586 (600-1½)

1280-2

586 (600-2)



VORTAC LGC	APP CRS	Rwy Idg	5600
115.6	108°	TDZE	681
Chan 103		Apt Elev	694

VOR RWY 13

LAGRANGE-CALLAWAY (LGC)

▼ Visibility reduction by helicopters NA. When local altimeter setting not received, use Columbus altimeter setting and increase all MDA 120 feet, increase S-13 Cat C and D visibility ½ mile, Circling Cat C visibility ½ mile, Cat D visibility ¼ mile.

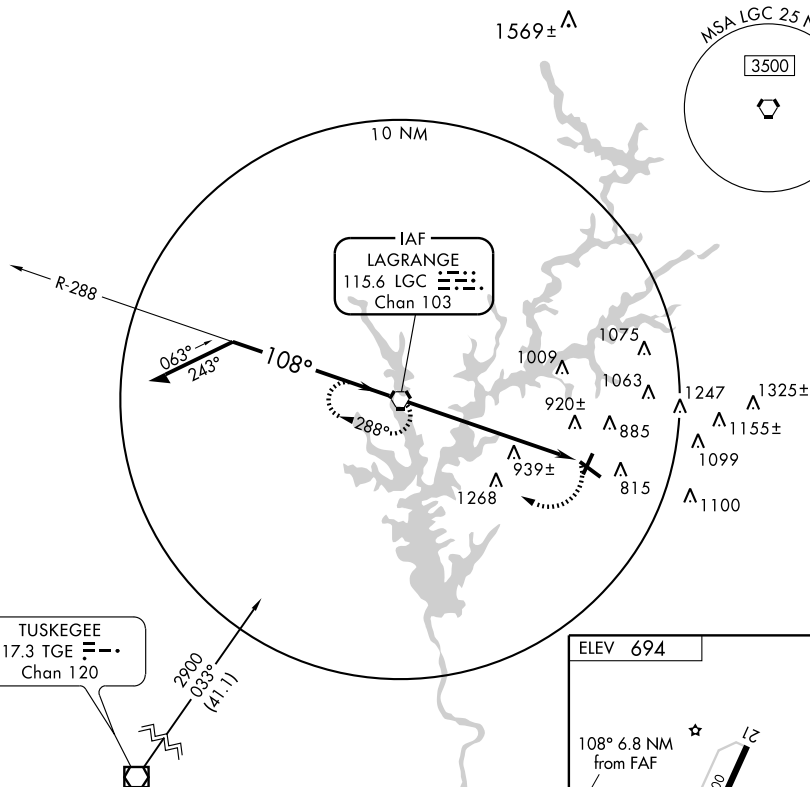
MISSED APPROACH: Climbing right turn to 2900 direct LGC VORTAC and hold.

AWOS-3  
126.325

ATLANTA APP CON★  
125.5 323.1

CLNC DEL  
119.25

UNICOM  
122.975 (CTAF) 0



TUSKEGEE  
117.3 TGE ---  
Chan 120

Remain within 10 NM

2900 288°  
2900 108°  
2900

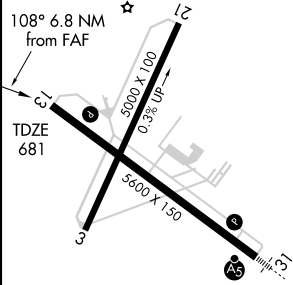
VGSI and descent angles not coincident.

3.01°  
TCH 52

2900 LGC  
681

LGC  
6.8

ELEV 694



REIL Rwy 13 0  
MIRL Rwy 13-31 0

FAF to MAP 6.8 NM

Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16

10210

## AIRPORT DIAGRAM

LAWRENCEVILLE/GWINNETT COUNTY-BRISCOE FIELD (LZU)

AL-5385 (FAA)

LAWRENCEVILLE, GEORGIA

ATIS 132.275  
 GWINNETT TOWER ★  
 124.1  
 GND CON  
 121.8  
 CLNC DEL  
 121.8  
 ATLANTA CLNC DEL  
 134.0 (when tower closed)

▲  
 4.8° N  
 JANUARY 2010  
 ANNUAL RATE OF CHANGE  
 0.1° W

LANDMARK  
 AVIATION  
 FBO

COUNTY  
 HANGAR

33° 59' N

ELEV  
1031

FIELD  
 ELEV  
 1061

CONTROL  
 TOWER

NOTE: When Tower is Closed  
 Taxiways D & F one-way SOUTHBOUND.  
 Taxiways E & G one-way NORTHBOUND.

★  
 AIRCRAFT SPECIALISTS  
 JET CENTER  
 FBO

RWY 07-25  
 S-45, D-60

33° 58' N

83° 58' W

83° 57' W

CAUTION: BE ALERT TO  
 RUNWAY CROSSING CLEARANCES.  
 READBACK OF ALL RUNWAY  
 HOLDING INSTRUCTIONS IS REQUIRED.

## AIRPORT DIAGRAM

LAWRENCEVILLE, GEORGIA  
LAWRENCEVILLE/GWINNETT COUNTY-BRISCOE FIELD (LZU)

10210

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010

**LAGRANGE—CALLAWAY** (LGC) 3 SW UTC-5(-4DT) N33°00.53' W85°04.36'

ATLANTA

693 B S4 FUEL 100LL, JET A+ TPA-1700(1007) NOTAM FILE LGC

H-9A, 12F, L-181

RWY 13-31: H5600X150 (ASPH-GRVD) S-75, D-100, 2D-100 MIRL

IAP

RWY 13: REIL. PAPI(P4L)—GA 3.5°TCH 52'.

RWY 31: MALSR. PAPI(P4R)—GA 3.0°TCH 43'.

RWY 03-21: H5000X100 (ASPH) S-45, D-50 0.3% up NE

RWY 03: Trees. RWY 21: Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1300-0100Z†, Sat-Sun 1300-2300Z†. Deer on and invof arpt. Glider ops on and invof arpt during dalgt hrs Sat-Sun. MIRL Rwy 13-31 and REIL Rwy 13 preset on low ints; to increase ints ACTIVATE—CTAF. ACTIVATE MALSR Rwy 31, PAPI Rwy 13 and 31 and twy lgts—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 126.325 (706) 845-0677. HIWAS 115.6 LGC.

**COMMUNICATIONS:** CTAF/UNICOM 122.975

RCO 122.1R 115.6T (MACON RADIO)

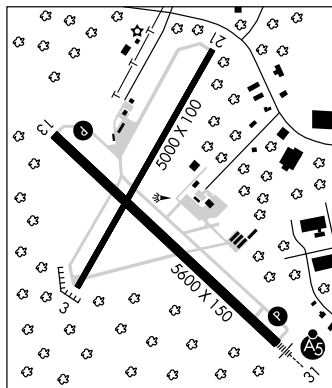
Ⓡ ATLANTA APP/DEP CON 125.5 (blo 7000') 126.55 (7000' & abv)  
(1115-0500Z†) CLNC DEL 119.25

ATLANTA CENTER APP/DEP CON 120.45 (0500-1115Z†)  
CLNC DEL 120.45

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCN.

(H) VORTAC 115.6 LGC Chan 103 N33°02.95' W85°12.37'  
109° 7.2 NM to fld. 790/01E. HIWAS.

ILS 110.9 I-GNK Rwy 31. Class IA. Glide Slope unusable byd 5° left of localizer course. ILS unmonitored 0100-1300Z†.

**COMM/NAV/WEATHER REMARKS:** AWOS-3 ceiling unreliable.**LAWRENCEVILLE****GWINNETT CO—BRISCOE FLD** (LZU) 2 NE UTC-5(4DT) N33°58.68' W83°57.74'

ATLANTA

1061 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 TPA—See Remarks

H-9B, 12F, L-181, A

NOTAM FILE LZU

IAP, AD

RWY 07-25: H6000X100 (ASPH) S-45, D-60 HIRL 0.5% up W

RWY 07: PAPI(P2L)—GA 3.0° TCH 40'. Trees.

RWY 25: MALSR. PAPI(P2L)—GA 3.0° TCH 48'. Pole.

**AIRPORT REMARKS:** Attended continuously. TPA for lgt acft 2100(1039), TPA for jet and turbo prop acft 2600(1539). Twy T has NSTD marking, does not meet Design GP II std. When twr clsd HIRL Rwy 07-25 preset on low ints, to increase and ACTIVATE MALSR Rwy 25—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 (770) 339-7753. LAWRS.**COMMUNICATIONS:** CTAF 124.1 ATIS 132.275

UNICOM 123.05

Ⓡ ATLANTA APP/DEP CON 126.975 CLNC DEL 134.0 (When twr clsd)  
TOWER 124.1 (1200-0200Z†) GND CON 121.8

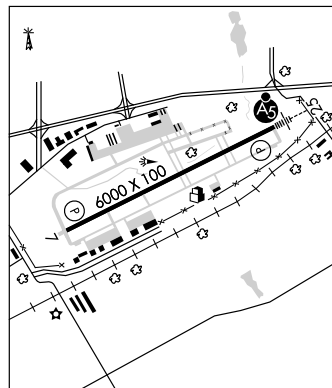
CLNC DEL 121.8.

**AIRSPACE:** CLASS D svc 1200-0200Z† other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE ATL.

ATLANTA (H) VORTAC 116.9 ATL Chan 116 N33°37.75'  
W84°26.11' 048° 31.6 NM to fld. 1000/00E.

GWNET NDB (LOM) 419 TX N34°01.20' W83°51.77' 246° 5.6  
NM to fld.

ILS 109.95 I-TXP Rwy 25. Class IB. LOM GWNET NDB. Localizer unmonitored. GS unusable byd 4° rgt of





# (AWSON.AWSON1) 09183 AWSON ONE ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA

ATLANTA APP CON  
126.975 239.275  
FULTON COUNTY ATIS  
120.175  
DEKALB PEACHTREE ATIS  
128.4  
DOBBINS ARB ATIS \*  
269.5

VOLUNTEER  
116.4 VVX  
Chan 111  
N35°54.29' - W83°53.68'  
L-25, H-9-12

SNOWBIRD  
108.8 SOT  
Chan 25  
N35°47.41' - W83°03.14'  
L-25, H-9-12

SUGARLOAF MOUNTAIN  
112.2 SUG  
Chan 59  
N35°24.39' - W82°16.12'  
L-25

CERAY  
N34°59.97' - W83°41.55'

HARRIS  
109.8 HRS  
Chan 35

FOOTHILLS  
113.4 ODF  
Chan 81  
N34°41.75' - W83°17.86'  
L-25, H-9-12

AWSON  
N34°28.82' - W83°59.06'

DEHAN  
N34°19.00' - W84°04.30'  
**NAVIGATIONAL PLANNING INFORMATION**  
All aircraft expect clearance to cross at 8000'.

DLUTH  
N34°05.26' - W84°11.61'

ELECTRIC CITY  
108.6 ELW  
Chan 23

CARTERSVILLE  
PAULDING CO RGNL  
DOBBINS ARB  
FULTON COUNTY AIRPORT-BROWN FIELD  
WEST GEORGIA RGNL-O.V. GRAY FIELD  
PEACHTREE CITY-FALCON FIELD  
NEWMAN-COWETA COUNTY  
COBB COUNTY-McCOLLUM FIELD  
DEKALB-PEACHTREE  
CLAYTON COUNTY-TARA FIELD  
GWINNETT COUNTY-BRISCOE FIELD  
ATLANTA 116.9 ATL  
Chan 116  
COVINGTON MUNI  
GRIFFIN-SPALDING COUNTY

NOTE: DME Required.  
NOTE: RADAR required SOT transition.  
NOTE: This procedure applicable to turbojet and turboprop aircraft.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

# AWSON ONE ARRIVAL (AWSON.AWSON1) 09183

ATLANTA, GEORGIA

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010

## ARRIVAL DESCRIPTION

CERAY TRANSITION (CERAY.AWSON1): From over CERAY INT via ATL R-024 to AWSON INT. Thence. . . .

FOOTHILLS TRANSITION (ODF.AWSON1): From over ODF VORTAC via ODF R-249 to AWSON INT. Thence. . . .

SNOWBIRD TRANSITION (SOT.AWSON1): From over SOT VORTAC via SOT R-218 and ATL R-024 to AWSON INT. Thence. . . .

SUGARLOAF MOUNTAIN TRANSITION (SUG.AWSON1): From over SUG VORTAC via SUG R-253 and ATL R-024 to AWSON INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.AWSON1): From over VXV VORTAC via VXV R-173 and ATL R-024 to AWSON INT. Thence. . . .

. . . .From over AWSON INT via ATL R-024 to DLUTH INT. Expect radar vectors to final approach course after DEHAN INT.

SE-4, 26 AUG 2010 to 23 SEP 2010

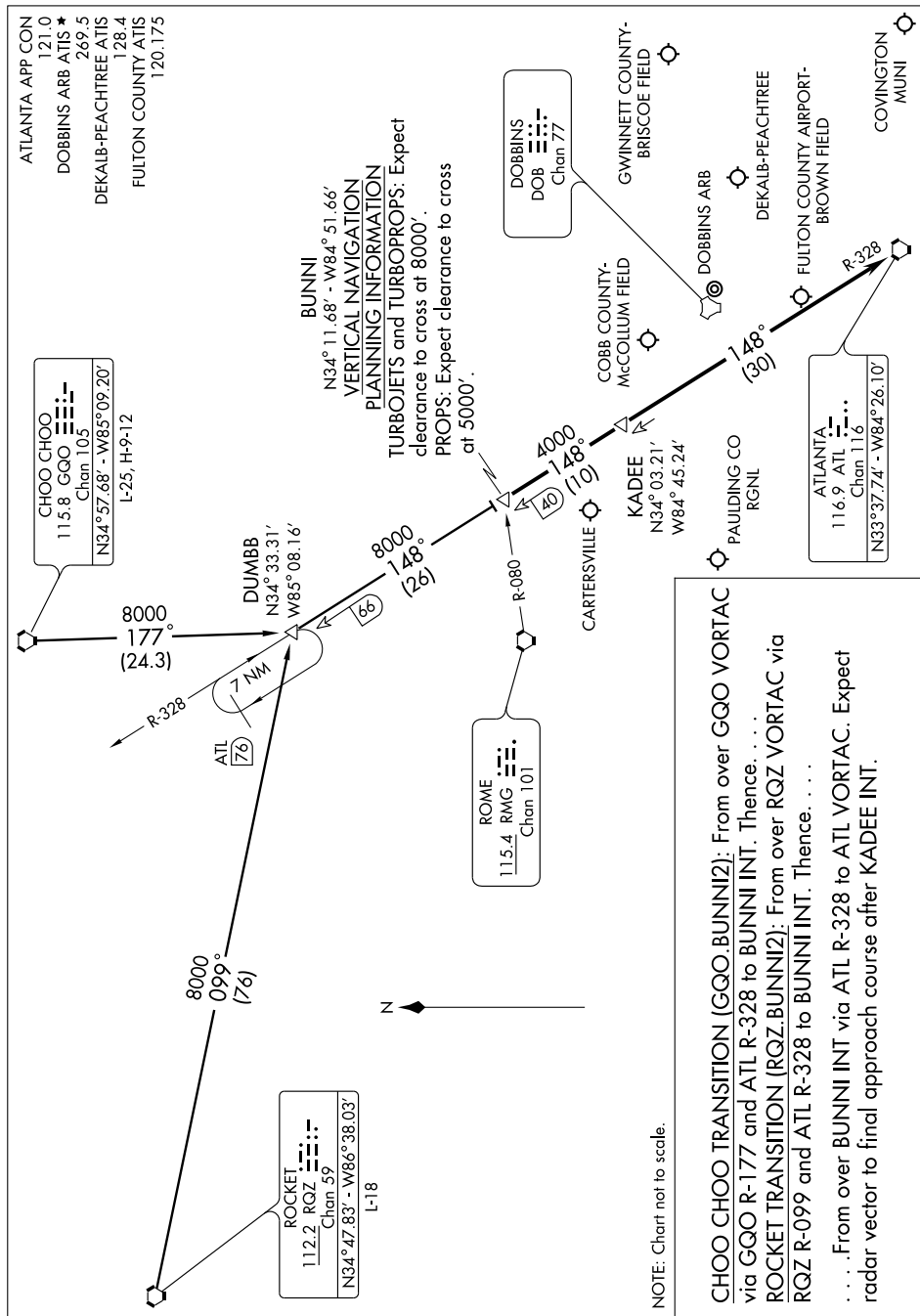
SE-4, 26 AUG 2010 to 23 SEP 2010

## BUNNI TWO ARRIVAL (BUNNI.BUNNI2)

ST-469 (FAA)

ATLANTA, GEORGIA

SE-4, 26 AUG 2010 to 23 SEP 2010



## BUNNI TWO ARRIVAL (BUNNI.BUNNI2)

ATLANTA, GEORGIA

(DIFFI.DIFFI1) 10210

# DIFFI ONE ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA

ATLANTA APP CON  
119.8  
FULTON COUNTY ATIS  
120.175  
DEKALB-PEACHTREE ATIS  
128.4  
DOBBINS ARB ATIS \*  
269.5

ROME  
115.4 RMG  
Chan 101

CARTERSVILLE

CHEROKEE COUNTY

LEE GILMER  
MEMORIAL

COBB COUNTY-  
McCULLUM FIELD

DOBBINS  
DOB  
Chan 77

GWINNETT COUNTY-  
BRISCOE FIELD

PAULDING CO  
RGNL

DOBBINS  
ARB

DEKALB-  
PEACHTREE

DIFFI  
N33°48.86'  
W85°04.10'

TIINI  
N33°41.90'-W85°03.08'

**VERTICAL NAVIGATION  
PLANNING INFORMATION**  
Expect clearance to cross at 5000.

TEMPO  
N33°36.68'  
W85°02.32'

NANNC  
N33°23.32'  
W85°06.32'

NOTE: DME required from LGC VORTAC to TEMPO INT.  
NOTE: This procedure applicable to turboprop and  
turbojet aircraft operating at or above 7000.

BUUZZ

N33°16.66'-W85°08.30'  
**VERTICAL NAVIGATION  
PLANNING INFORMATION**

Turbojets expect clearance to cross at 11000.  
Turboprops expect clearance to cross BUUZZ at 7000.

LAGRANGE  
115.6 LGC  
Chan 103  
N33°02.95' - W85°12.37'  
L-18, H-9-12

## ARRIVAL ROUTE DESCRIPTION

From LGC VORTAC via R-013 to  
TEMPO INT, then via RMG VORTAC  
R-172 to DIFFI INT. Expect radar vectors.

NOTE: Chart not to scale.

# DIFFI ONE ARRIVAL

(DIFFI.DIFFI1) 10210

ATLANTA, GEORGIA

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010

LOC I-TXP	APP CRS	Rwy Idg	<b>6000</b>
<b><u>109.95</u></b>	<b>246°</b>	TDZE	<b>1038</b>
		Apt Elev	<b>1061</b>

# ILS RWY 25

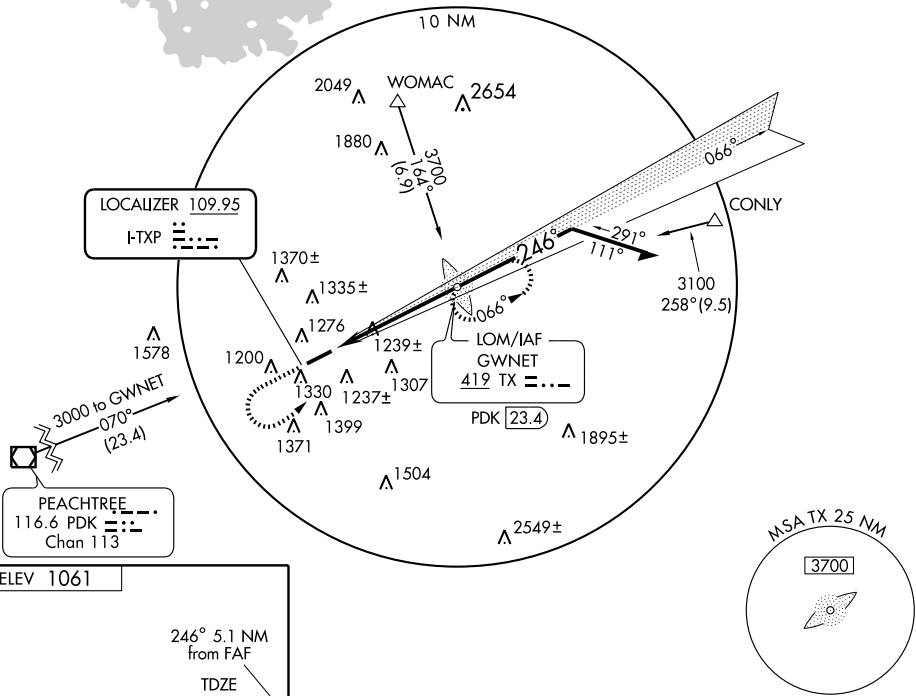
LAWRENCEVILLE/ GWINNETT COUNTY-BRISCOE FIELD (LZU)

**T** If local altimeter setting not received, use Atlanta altimeter setting and increase all DH/MDAs 200 feet. **A**NA ADF REQUIRED. DME from PDK VOR/DME.

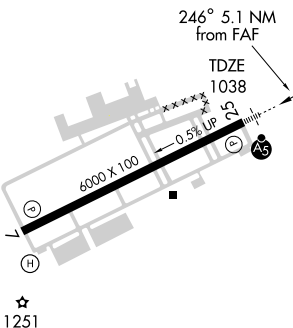


**MISSED APPROACH:** Climb to 1800 then climbing left turn to 3000 direct to GWNET LOM and hold.

ATIS <b>132.275</b>	ATLANTA APP CON <b>126.975 239.275</b>	GWJNNETT TOWER ★ <b>124.1 (CTAF) 0</b>	GND CON <b>121,8</b>	CLNC DEL <b>121.8</b>	ATLANTA CLNC DEL <b>134.0</b> (When tower closed)	UNICOM <b>123.05</b>
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ELEV 1061

HIRL Rwy 7-25 **L**

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

LAWRENCEVILLE, GEORGIA

Amdt 1B 08213

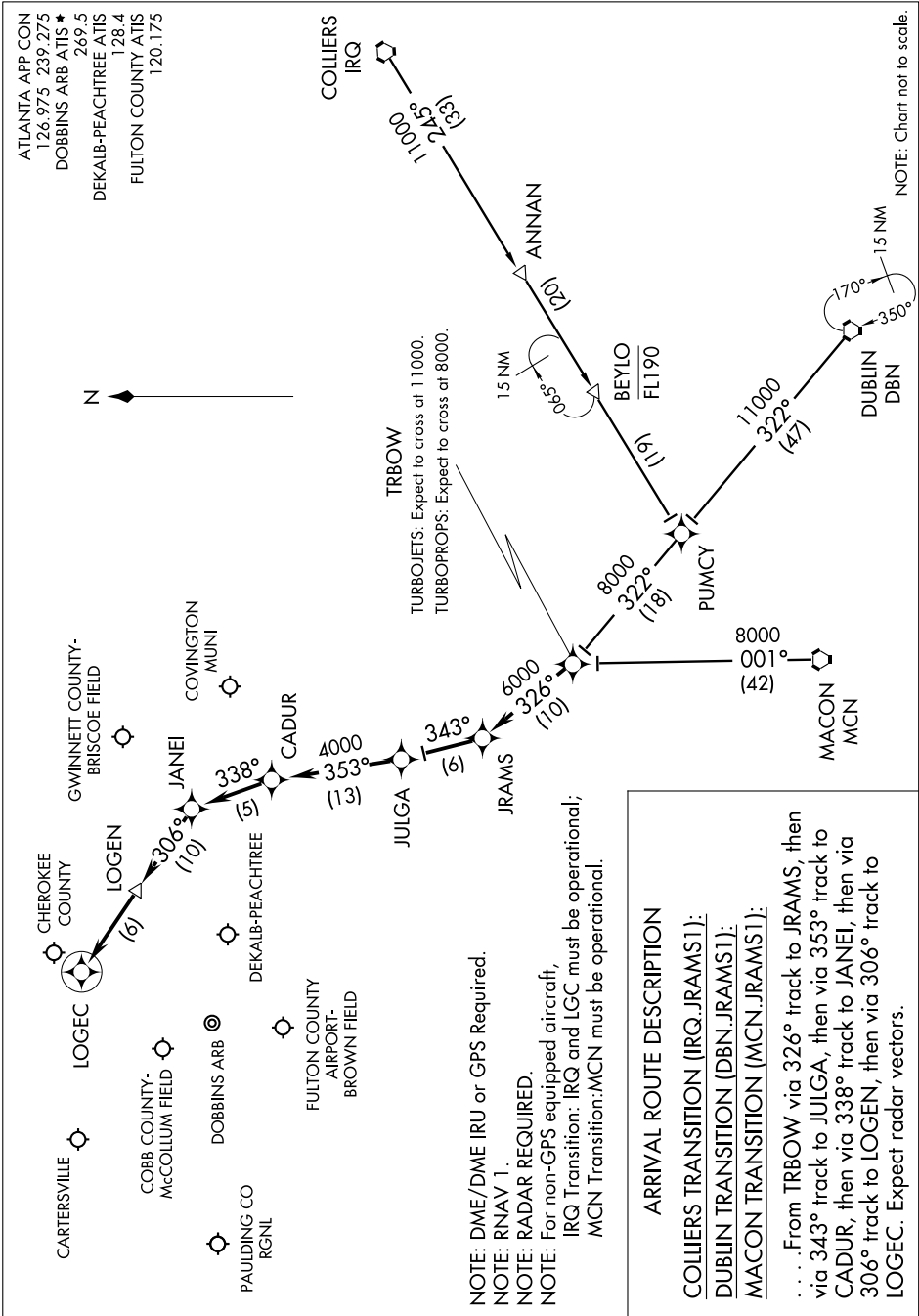
LAWRENCEVILLE/ GWINNETT COUNTY-BRISCOE FIELD (LZU)

33°59'N-83°58'W

ILS RWY 25

SE-4. 26 AUG 2010 to 23 SEP 2010

**SE-4, 26 AUG 2010 to 23 SEP 2010**



ATLANTA APP CON

119.8

FULTON COUNTY ATIS

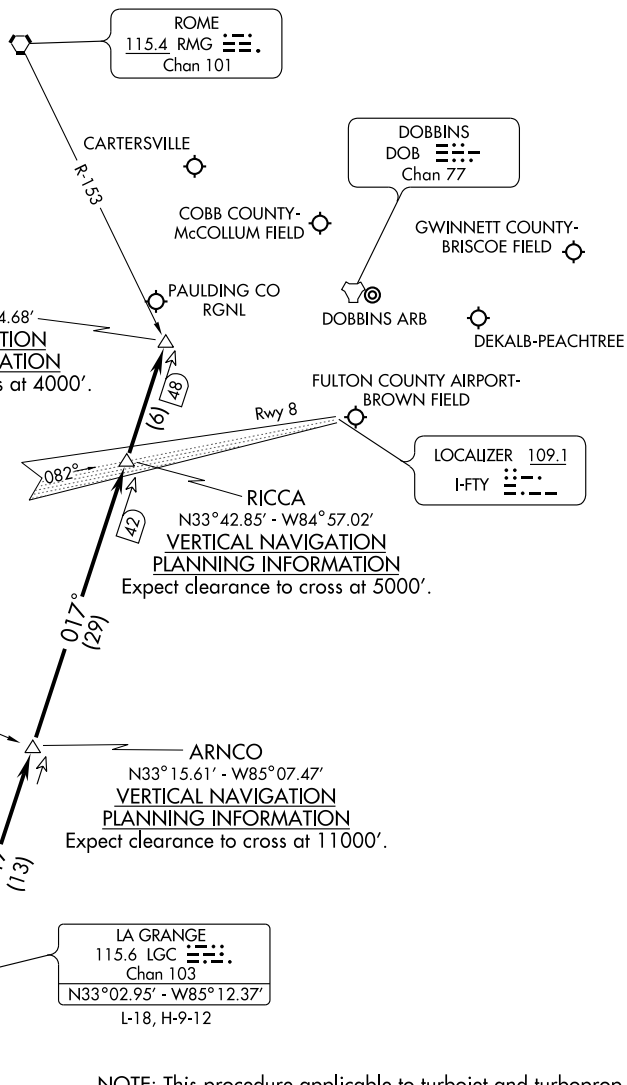
120.175

DEKALB-PEACHTREE ATIS

128.4

DOBBINS ARB ATIS \*

269.5



NOTE: Chart not to scale.

From over LGC VORTAC via the LGC R-017 to MIKEE INT. Expect radar vectors to final approach course after MIKEE INT.

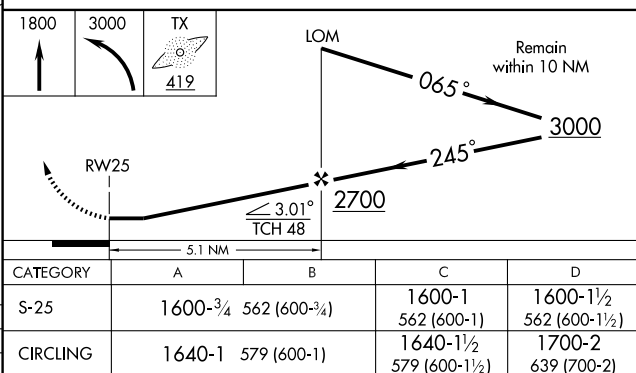
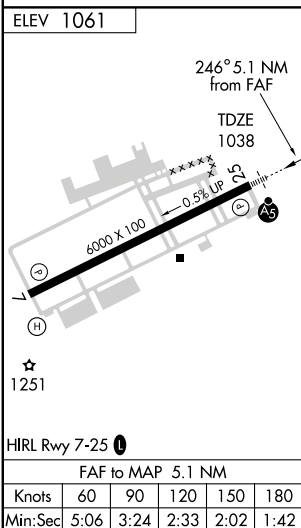
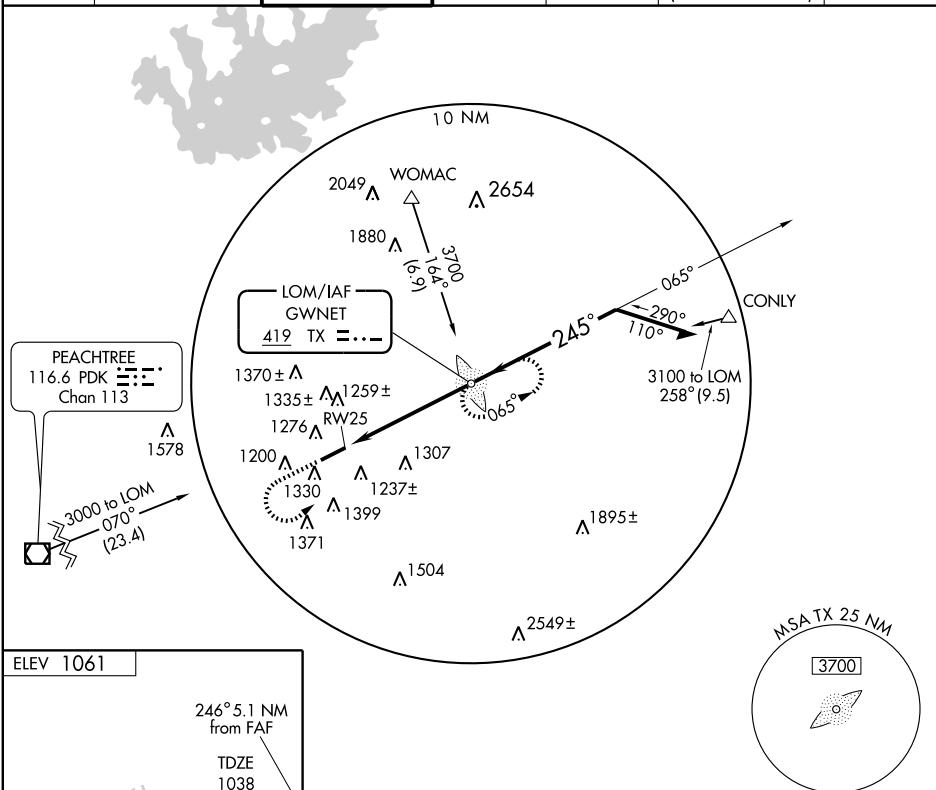
LOM TX <b>419</b>	APP CRS <b>245°</b>	Rwy Idg TDZE Apt Elev	<b>6000</b> <b>1038</b> <b>1061</b>
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## NDB or GPS RWY 25

LAWRENCEVILLE/GWINNETT COUNTY-BRISCOE FIELD (LZU)

<b>V</b> <b>NA</b>	If local alimeter setting not received, use Atlanta alimeter setting and increase all MDAs 200 feet.	MALSR 	MISSED APPROACH: Climb to 1800, then climbing left turn to 3000 direct TX LOM and hold.
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ATIS <b>132.275</b>	ATLANTA APP CON <b>126.975 239.275</b>	GWINNETT TOWER ★ <b>124.1</b> (CTAF) <b>0</b>	GND CON <b>121.8</b>	CLNC DEL <b>121.8</b>	ATLANTA CLNC DEL <b>134.0</b> (When tower closed)	UNICOM <b>123.05</b>
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LAWRENCEVILLE, GEORGIA

Orig-C 08213

LAWRENCEVILLE/GWINNETT COUNTY-BRISCOE FIELD (LZU)

33°59'N-83°58'W

NDB or GPS RWY 25

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010



APP CRS <b>335°</b>	Rwy Idg TDZE Apt Elev	N/A N/A <b>1061</b>
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**RNAV (GPS)-A**

LAWRENCEVILLE/GWINNETT COUNTY-BRISCOE FIELD (LZU)

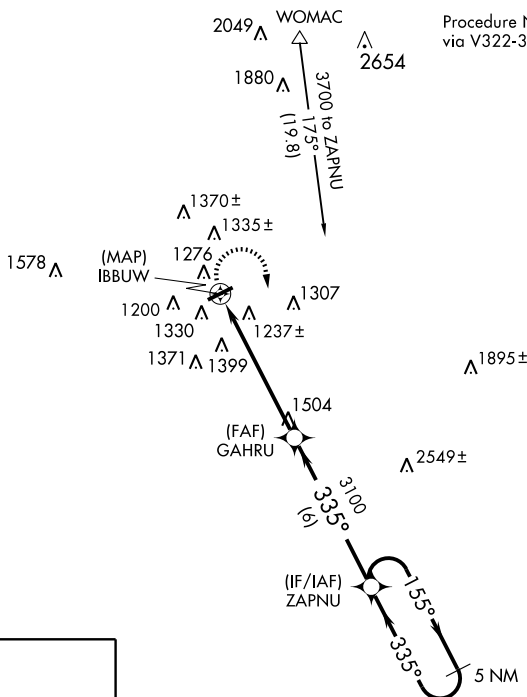


DME/DME RNP-0.3 NA.

If local altimeter setting not received, use Hartsfield-Jackson Atlanta Intl altimeter setting and increase all MDAs 80 feet.

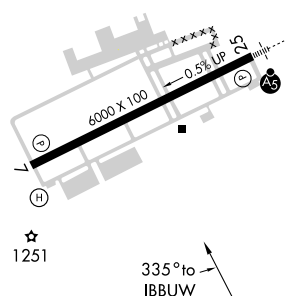
MISSED APPROACH: Climbing right turn to 3600 direct ZAPNU and hold.

ATIS <b>132.275</b>	ATLANTA APP CON <b>126.975 239.275</b>	GWINNETT TOWER ★ <b>124.1 (CTAF)</b>	GND CON <b>121.8</b>	CLNC DEL <b>121.8</b>	ATLANTA CLNC DEL <b>134.0</b> (When tower closed)	UNICOM <b>123.05</b>
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Procedure NA for arrivals at WOMAC via V322-325 NE bound.

ELEV 1061



HIRL Rwy 7-25

LAWRENCEVILLE, GEORGIA

Orig 08213

LAWRENCEVILLE/GWINNETT COUNTY-BRISCOE FIELD (LZU)

33° 59' N-83° 58' W

**RNAV (GPS)-A**



VOR/DME PDK <b>116.6</b> Chan <b>113</b>	APP CRS <b>072°</b>	Rwy Idg TDZE Apt Elev	<b>6000</b> <b>1061</b> <b>1061</b>
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## VOR/DME or GPS RWY 7

LAWRENCEVILLE/GWINNETT COUNTY-BRISCOE FIELD (LZU)

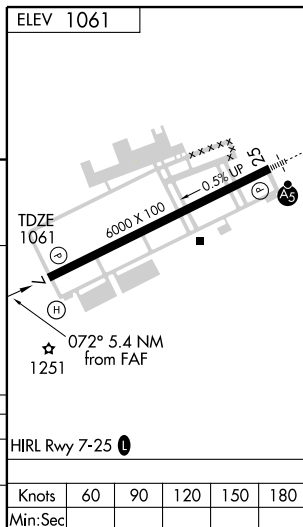
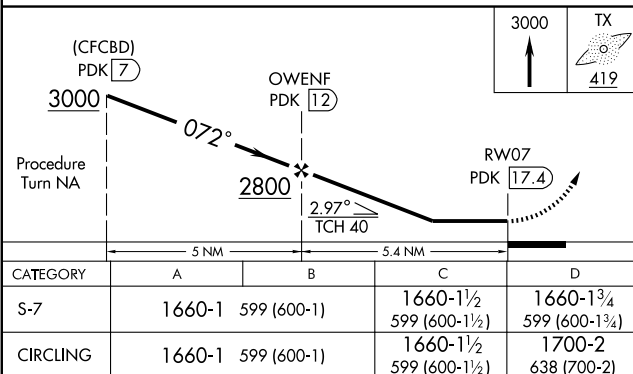
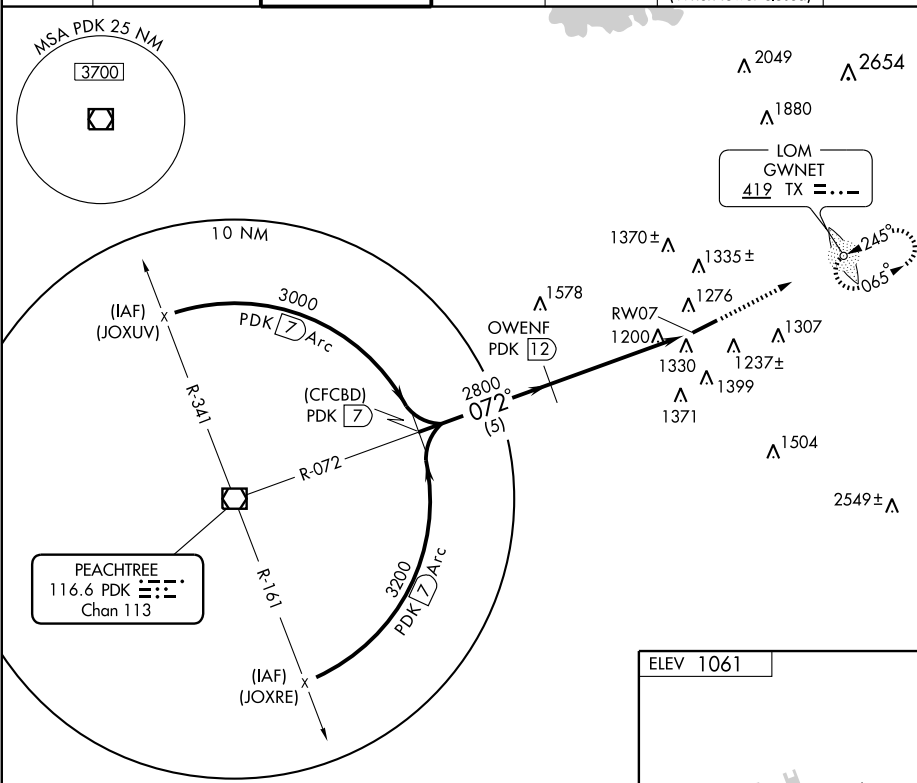


NA

ADF REQUIRED

MISSED APPROACH: Climb to 3000 direct TX LOM and hold.

ATIS <b>132.275</b>	ATLANTA APP CON <b>126.975 239.275</b>	GWINNETT TOWER ★ <b>124.1</b> (CTAF) <b>0</b>	GND CON <b>121.8</b>	CLNC DEL <b>121.8</b>	ATLANTA CLNC DEL <b>134.0</b> (When tower closed)	UNICOM <b>123.05</b>
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## MACON

**MACON DOWNTOWN** (MAC) 3 SE UTC-5(-4DT) N32°49.33' W83°33.72'

ATLANTA

437 B S4 FUEL 100LL, JET A+ OX 3.4 NOTAM FILE MCN

L-18J

RWY 10-28: H4696X100 (ASPH) S-20 MRL

IAP

RWY 10: VASI(V4R). Trees. RWY 28: VASI(V4L). Tree. Rgt tfc.

RWY 15-33: H3614X75 (ASPH) S-20 1.1% up NW

RWY 15: Thld displcd 1000'. Trees. RWY 33: Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1230-0400Z. 825' MSL radio twr located approximately 1 mile SE of arpt near AER 33. Phone ahead for special request. Call out fees after hrs. ACTIVATE MRL Rwy 10-28 and VASI Rwy 10 and Rwy 28—CTAF. Ldg fee for certain services.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

Ⓡ ATLANTA APP/DEP CON 124.2 (blo 7000') 119.6 (7000' and abv) (1115-0500Z)

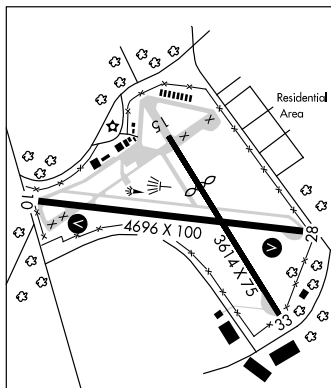
ATLANTA CENTER APP/DEP CON 134.5 (0500-1115Z)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCN.

(H) VORTAC 114.2 MCN Chan 89 N32°41.47'

W83°38.83' 028° 9 NM to fld. 381/01E.

ILS 111.9 I-MAC Rwy 10. (LOC only) LOC unusable byd 18° N of centerline.



**MIDDLE GEORGIA RGNL** (MCN) 9 S UTC-5(-4DT) N32°41.57' W83°38.95'

ATLANTA

354 B S4 FUEL 100LL, JET A TPA-1154(800) Class I, ARFF Index A

H-9B, 12F, L-18J

NOTAM FILE MCN

IAP, AD

RWY 05-23: H6501X150 (ASPH-GRVD) S-80, D-128, 2S-175, 2D-237 HIRL 0.4% up NE

RWY 05: MALSR. Trees.

RWY 23: REIL. VASI(V4L)—GA 3.0° TCH 45'. Trees. Rgt tfc.

RWY 13-31: H5000X150 (ASPH-CONC) S-44, D-65, 2S-82, 2D-110 MRL

RWY 13: REIL. VASI(V4L)—GA 3.0° TCH 53'. Trees. Rgt tfc.

RWY 31: REIL. VASI(V4L)—GA 3.0° TCH 58'. Railroad.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 05: TORA-6501 TODA-6501 ASDA-6221 LDA-6221

RWY 13: TORA-5001 TODA-5001 ASDA-5001 LDA-5001

RWY 23: TORA-6501 TODA-6501 ASDA-6426 LDA-6426

RWY 31: TORA-5001 TODA-5001 ASDA-5001 LDA-5001

**AIRPORT REMARKS:** Attended 1000-0300Z. For svc after hrs ctc MACON FSS. Robins AFB class D airspace .4 mile SE of departure end of Rwy 13. VFR acft departure Rwy 13 between 0100-1300Z are advised to ctc Robins ATCT 133.22 prior to departure. Deer on and inwof the arpt. PAEW adjacent to the movement areas from April 1 to November 1 for grass cutting. Rwy 23 turn around area CLOSED indef. ACTIVATE REIL Rwy 23, HIRL Rwy 05-23, REIL Rwy 13 and Rwy 31, MRL Rwy 13-31 and twy lgtS—CTAF.

**WEATHER DATA SOURCES:** ASOS 120.775 avbl 0100-1300Z. (478) 784-8825.

**COMMUNICATIONS:** CTAF 128.2 ATIS 120.775 UNICOM 122.95

MACON RCO 122.1R 122.2 122.4 (MACON RADIO).

Ⓡ ATLANTA APP/DEP CON 124.2 (blo 7000') 119.6 (7000' and abv) (1115-0500Z)

ATLANTA CENTER APP/DEP CON 134.5 (0500-1115Z)

MACON TOWER 128.2 (1300-0100Z) GND CON 121.65

**AIRSPACE:** CLASS D svc 1300-0100Z other times CLASS E.

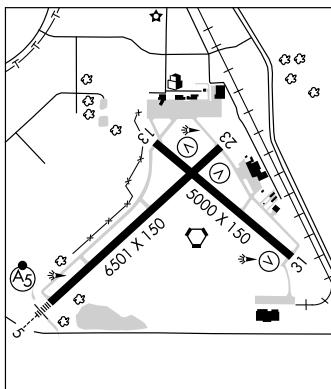
TRSA svc ctc APP CON 20 NM out

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCN.

MACON (H) VORTAC 114.2 MCN Chan 89 N32°41.47' W83°38.83' at fld. 381/01E.

ILS 109.5 I-MCN Rwy 05. Class IE.

**COMM/NAV/WEATHER REMARKS:** Ctc Macon Radio for airport advisory service on 128.2 when twr is clsd.



LOC I-MAC	APP CRS	Rwy Idg	<b>4696</b>
<b><u>111.9</u></b>	<b>102°</b>	TDZE	<b>430</b>
		Apt Elev	<b>437</b>

LOC RWY 10

MACON DOWNTOWN (MAC)

**NA** Visibility reduction by helicopters NA. Use Middle Georgia Rgnl altimeter setting; when not received, use Robins AFB altimeter setting and increase all MDAs 20 feet.

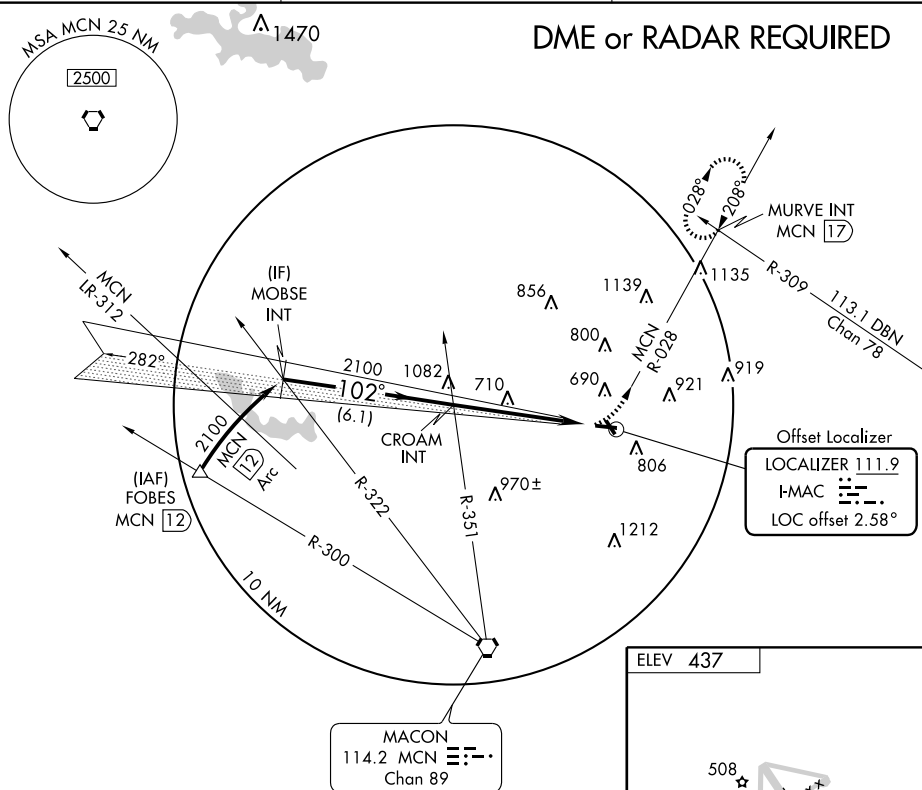
**MISSED APPROACH:** Climbing left turn to 2200 via MCN VORTAC R-028 to MURVE Int/MCN 17 DME and hold.

MIDDLE GEORGIA RGNL ASOS ★  
120.775

ATLANTA APP CON ★  
124.2 279.6

UNICOM  
123.0 (CTAF) **L**

DME or RADAR REQUIRED



Procedure	MOBSE
Turn	INT
NA	1

ure MOBSE  
INT  
|

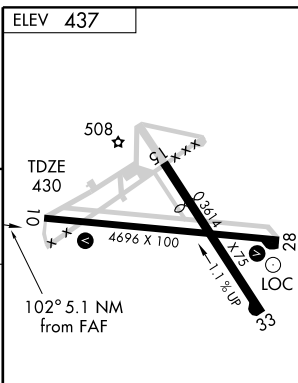
CROAM  
INT  
|

2200  
MCN R-028

MURVE  
INT

2100 — 102° — 210

VGSI and descent  
angles not coincident.

$$\frac{3.04^\circ}{\text{TCH } 40}$$


	6.1 NM		5.1 NM		
CATEGORY	A	B	C	D	
S-10	1060-1	630 (700-1)	1060-1 $\frac{3}{4}$ 630 (700-1 $\frac{3}{4}$ )	1060-2 630 (700-2)	
CIRCLING	1200-1 763 (800-1)	1200-1 $\frac{1}{4}$ 763 (800-1 $\frac{1}{4}$ )	1200-2 $\frac{1}{4}$ 763 (800-2 $\frac{1}{4}$ )	1320-3 883 (900-3)	

MIRL Rwy 10-28 **L**

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

MACON, GEORGIA  
Amdt 6A 09351

MACON DOWNTOWN (MAC)

LOC RWY 10

32°49'N-83°34'W

SE-4, 26 AUG 2010 to 23 SEP 2010

APP CRS **099°**  
Rwy ldg **4696**  
TDZE **430**  
Apt Elev **437**

# RNAV (GPS) RWY 10

MACON DOWNTOWN (MAC)

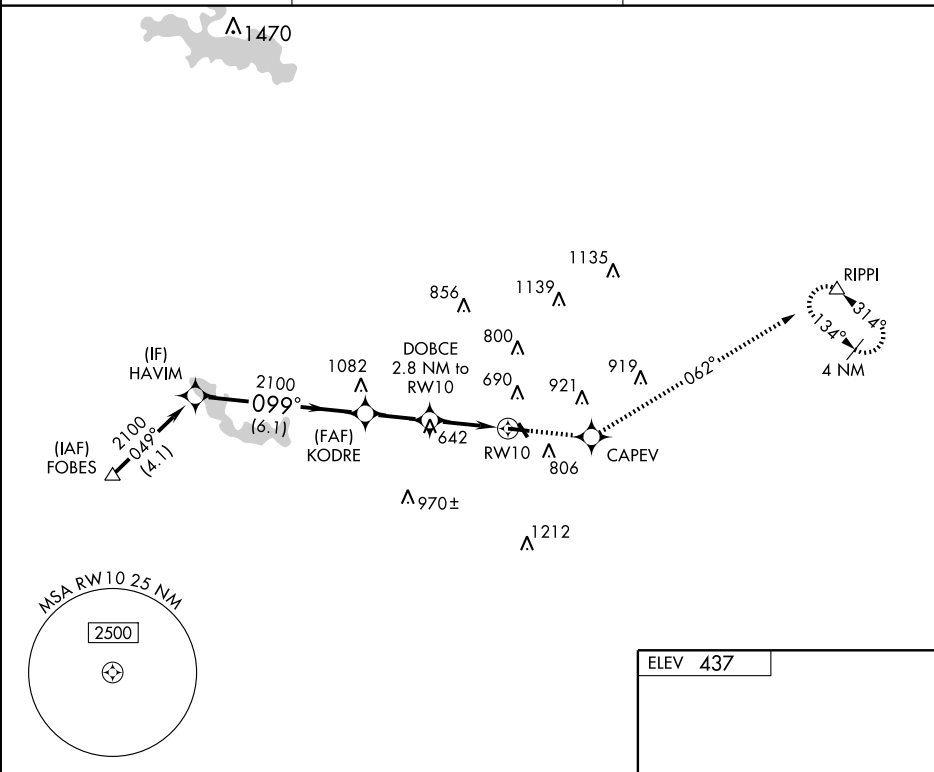
**▼** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Middle Georgia Rgnl altimeter setting; when not received, use Robins AFB altimeter setting and increase all MDAs 20 feet.

**MISSED APPROACH:** Climb to 3000 direct CAPEV then via 062° track to RIPPI and hold.

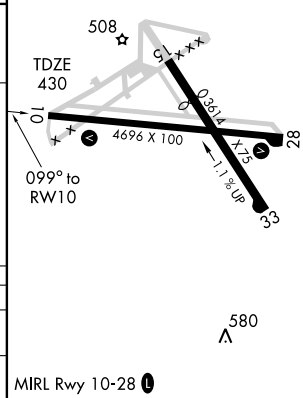
MIDDLE GEORGIA RGNL ASOS ★  
**120.775**

ATLANTA APP CON ★  
**124.2 279.6**

UNICOM  
**123.0 (CTAF) 0**



	HAVIM		KODRE		3000	CAPEV	062° TRK	RIPPI
	2100		2100					
Procedure Turn NA	VGS1 and descent angles not coincident.		1340		RWY 10			
	6.1 NM		2.3 NM		2.8 NM			
CATEGORY	A		B		C		D	
LNAV MDA	980-1		550 (600-1)		980-1½ 550 (600-1½)		980-1¾ 550 (600-1¾)	
CIRCLING	1200-1 763 (800-1)		1200-1¼ 763 (800-1¼)		1200-2¼ 763 (800-2¼)		1320-3 883 (900-3)	



APP CRS **279°**  
Rwy ldg **4696**  
TDZE **430**  
Apt Elev **437**

# RNAV (GPS) RWY 28

MACON DOWNTOWN (MAC)

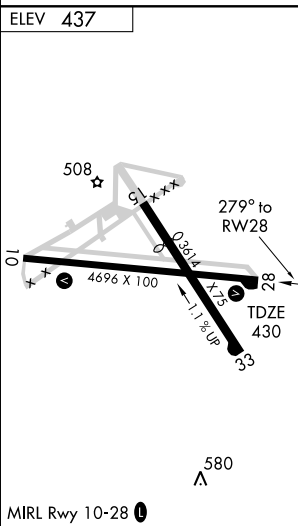
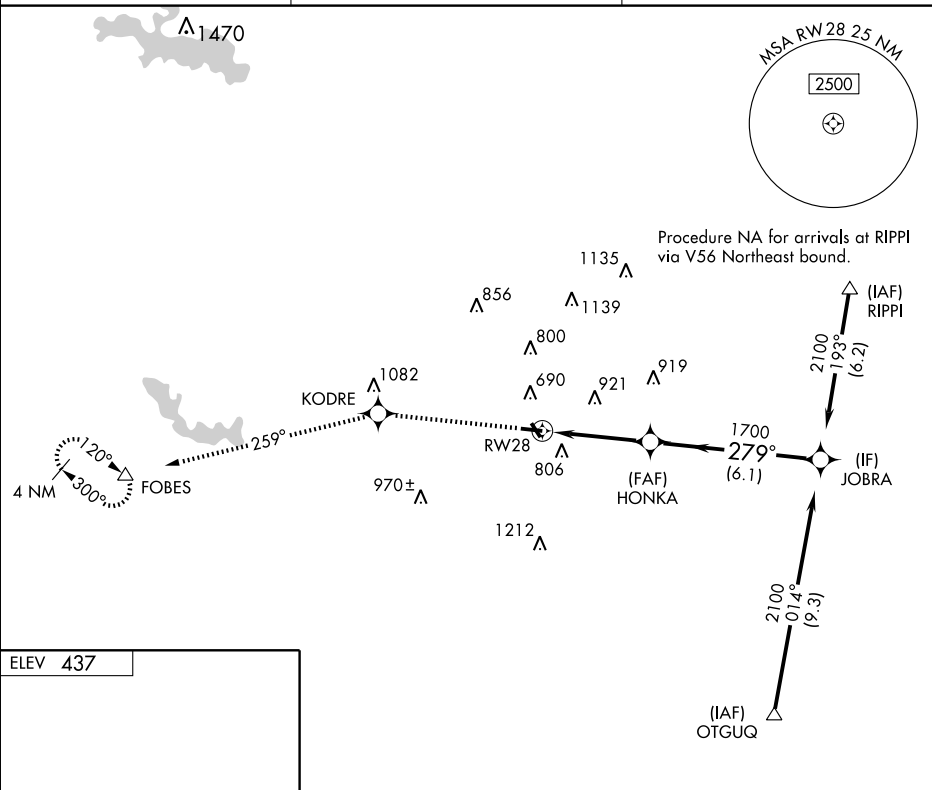
**▼** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Middle Georgia Rgnl altimeter setting; when not received, use Robins AFB altimeter setting and increase all MDAs 20 feet.

**MISSED APPROACH:** Climb to 3000 direct KODRE then via 259° track to FOBES and hold.

MIDDLE GEORGIA RGNL ASOS ★  
**120.775**

ATLANTA APP CON ★  
**124.2 279.6**

UNICOM  
**123.0 (CTAF) 0**



	3000	KODRE	259° TRK	FOBES	
	↑	✦		△	
	VGSI and descent angles not coincident.				
	<div> <div>3.9 NM</div> <div>6.1 NM</div> </div>				
CATEGORY	A	B	C	D	
LNAV MDA	1140-1	710 (800-1)	1140-2 710 (800-2)	1140-2½ 710 (800-2½)	
CIRCLING	1200-1 763 (800-1)	1200-1¼ 763 (800-1¼)	1200-2¼ 763 (800-2¼)	1320-3 883 (900-3)	

VORTAC MCN <b>114.2</b> Chan <b>89</b>	APP CRS <b>028°</b>	Rwy Idg TDZE Apt Elev	N/A N/A <b>437</b>
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**VOR-A**

MACON DOWNTOWN (MAC)

▼ Use Middle Georgia Rgnl altimeter setting; when not received, use  
▲ NA Robins AFB altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 2200  
via MCN VORTAC R-028 to MURVE  
Int/MCN 17 DME and hold.

MIDDLE GEORGIA RGNL ASOS ★  
**120.775**

ATLANTA APP CON ★  
**124.2 279.6**

UNICOM  
**123.0** (CTAF) **0**

MSA MCN 25 NM

**[2500]**



856 ▲

800 ▲

1082 ▲

970± ▲

690 ▲

▲ 806

▲ 1212

IAF  
MACON  
114.2 MCN  
Chan 89

2000 NoPT  
027°  
(10,1)

028°  
1 min  
028°  
(IF/IAF)  
METER

10 NM

1139 ▲

▲ 919

▲ 921

▲ 1229

▲ 1229

▲ 1229

▲ 1229

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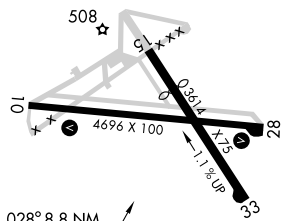
MURVE INT  
MCN **[17]**

R-309

113.1 DBN  
Chan 78

ELEV **437**

MIRL Rwy 10-28 **0**



028° 8.8 NM  
from FAF

580 ▲

FAF to MAP 8.8 NM

Knots	60	90	120	150	180
Min:Sec	8:48	5:52	4:24	3:31	2:56

One Minute  
Holding Pattern

VORTAC

2000 ← 028°  
028° →

\*1300 when using Robins  
AFB altimeter setting.

\*1280

2200

MCN R-028  
114.2

MURVE  
INT

BUYAB  
MCN **[6]**

MCN **[8.8]**

6 NM 2.8 NM

CATEGORY	A	B	C	D
CIRCLING	1280-1 843 (900-1)	1280-1¼ 843 (900-1¼)	1280-2½ 843 (900-2½)	1320-3 883 (900-3)
BUYAB FIX MINIMUMS				
CIRCLING	1200-1 763 (800-1)	1200-1¼ 763 (800-1¼)	1200-2¼ 763 (800-2¼)	1320-3 883 (900-3)

MACON, GEORGIA

Amdt 6 09351

32°49'N-83°34'W

MACON DOWNTOWN (MAC)

**VOR-A**

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010



VORTAC MCN <b>114.2</b> Chan <b>89</b>	APP CRS <b>208°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>437</b>
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# VOR/DME-B

MACON DOWNTOWN (MAC)

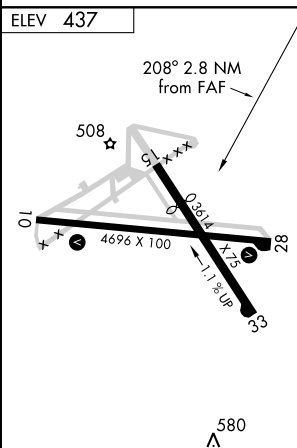
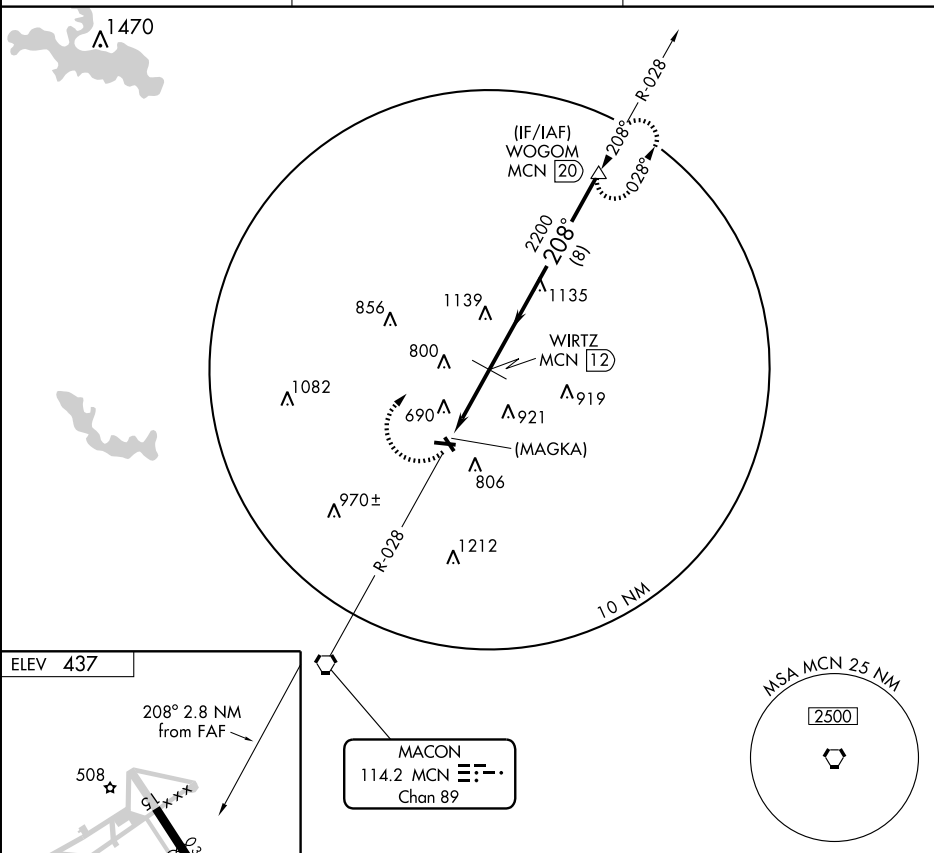
**▼** Use Middle Georgia Rgnl altimeter setting; when not received, use Robins AFB altimeter setting and increase all MDAs 20 feet.  
**▲ NA**

**MISSED APPROACH:** Climbing right turn to 3000 via MCN VORTAC R-028 to WOGOM/MCN 20 DME and hold.

MIDDLE GEORGIA RGNL ASOS ★  
**120.775**

ATLANTA APP CON ★  
**124.2 279.6**

UNICOM  
**123.0 (CTAF) 0**



CATEGORY	A		B		C		D	
	1260-1 823 (900-1)		1260-1¼ 823 (900-1¼)		1260-2½ 823 (900-2½)		1320-3 883 (900-3)	

# AIRPORT DIAGRAM

AL-243 (FAA)

MACON/ MIDDLE GEORGIA RGNL (MCN)  
MACON, GEORGIA

ATIS  
120.775  
MACON TOWER ★  
128.2 257.8  
GND CON  
121.65

D

VAR 4.8° N  
JANUARY 2010  
ANNUAL RATE OF CHANGE  
0.1° W

CONTROL TOWER  
FIRE STATION  
ASA COMPLEX  
TERMINAL  
MAIN RAMP

32° 42.0' N

FIELD  
ELEV  
354

HOT CARGO  
AREA

ZANTOP  
COMPLEX

CHARTER  
MEDICAL  
HANGAR

5  
ELEV  
331

RWY 05-23  
S-80, D-128, 2S-175, 2D-237  
RWY 13-31  
S-44, D-65, 2S-82, 2D-110

ELEV  
346

SOUTH RAMP

BOEING COMPLEX

32° 41.0' N

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBCK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

83° 39.5' W

83° 39.0' W

83° 38.5' W

# AIRPORT DIAGRAM

MACON, GEORGIA  
MACON/ MIDDLE GEORGIA RGNL (MCN)

10210

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010

## MACON

**MACON DOWNTOWN** (MAC) 3 SE UTC-5(-4DT) N32°49.33' W83°33.72'

ATLANTA

437 B S4 FUEL 100LL, JET A+ OX 3.4 NOTAM FILE MCN

L-18J

RWY 10-28: H4696X100 (ASPH) S-20 MRL

IAP

RWY 10: VASI(V4R). Trees. RWY 28: VASI(V4L). Tree. Rgt tfc.

RWY 15-33: H3614X75 (ASPH) S-20 1.1% up NW

RWY 15: Thld dsplcd 1000'. Trees. RWY 33: Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1230-0400Z. 825' MSL radio twr located approximately 1 mile SE of arpt near AER 33. Phone ahead for special request. Call out fees after hrs. ACTIVATE MRL Rwy 10-28 and VASI Rwy 10 and Rwy 28—CTAF. Ldg fee for certain services.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

Ⓡ ATLANTA APP/DEP CON 124.2 (blo 7000') 119.6 (7000' and abv) (1115-0500Z)

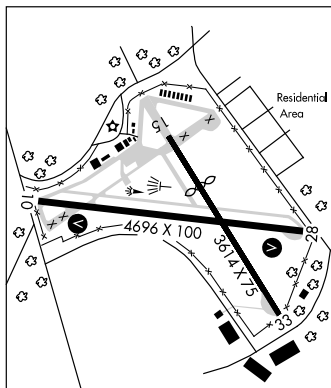
ATLANTA CENTER APP/DEP CON 134.5 (0500-1115Z)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCN.

(H) VORTAC 114.2 MCN Chan 89 N32°41.47'

W83°38.83' 028° 9 NM to fld. 381/01E.

ILS 111.9 I-MAC Rwy 10. (LOC only) LOC unusable byd 18° N of centerline.



**MIDDLE GEORGIA RGNL** (MCN) 9 S UTC-5(-4DT) N32°41.57' W83°38.95'

ATLANTA

354 B S4 FUEL 100LL, JET A TPA-1154(800) Class I, ARFF Index A

H-9B, 12F, L-18J

NOTAM FILE MCN

IAP, AD

RWY 05-23: H6501X150 (ASPH-GRVD) S-80, D-128, 2S-175, 2D-237 HIRL 0.4% up NE

RWY 05: MALSR. Trees.

RWY 23: REIL. VASI(V4L)—GA 3.0° TCH 45'. Trees. Rgt tfc.

RWY 13-31: H5000X150 (ASPH-CONC) S-44, D-65, 2S-82, 2D-110 MRL

RWY 13: REIL. VASI(V4L)—GA 3.0° TCH 53'. Trees. Rgt tfc.

RWY 31: REIL. VASI(V4L)—GA 3.0° TCH 58'. Railroad.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 05: TORA-6501 TODA-6501 ASDA-6221 LDA-6221

RWY 13: TORA-5001 TODA-5001 ASDA-5001 LDA-5001

RWY 23: TORA-6501 TODA-6501 ASDA-6426 LDA-6426

RWY 31: TORA-5001 TODA-5001 ASDA-5001 LDA-5001

**AIRPORT REMARKS:** Attended 1000-0300Z. For svc after hrs ctc MACON FSS. Robins AFB class D airspace .4 mile SE of departure end of Rwy 13. VFR acft departure Rwy 13 between 0100-1300Z are advised to ctc Robins ATCT 133.22 prior to departure. Deer on and inwof the arpt. PAEW adjacent to the movement areas from April 1 to November 1 for grass cutting. Rwy 23 turn around area CLOSED indef. ACTIVATE REIL Rwy 23, HIRL Rwy 05-23, REIL Rwy 13 and Rwy 31, MRL Rwy 13-31 and twy lgtS—CTAF.

**WEATHER DATA SOURCES:** ASOS 120.775 avbl 0100-1300Z. (478) 784-8825.

**COMMUNICATIONS:** CTAF 128.2 ATIS 120.775 UNICOM 122.95

MACON RCO 122.1R 122.2 122.4 (MACON RADIO).

Ⓡ ATLANTA APP/DEP CON 124.2 (blo 7000') 119.6 (7000' and abv) (1115-0500Z)

ATLANTA CENTER APP/DEP CON 134.5 (0500-1115Z)

MACON TOWER 128.2 (1300-0100Z) GND CON 121.65

**AIRSPACE:** CLASS D svc 1300-0100Z other times CLASS E.

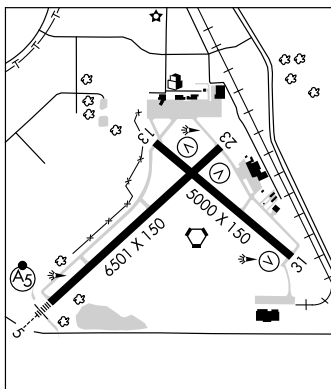
TRSA svc ctc APP CON 20 NM out

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCN.

MACON (H) VORTAC 114.2 MCN Chan 89 N32°41.47' W83°38.83' at fld. 381/01E.

ILS 109.5 I-MCN Rwy 05. Class IE.

**COMM/NAV/WEATHER REMARKS:** Ctc Macon Radio for airport advisory service on 128.2 when twr is clsd.





WAAS CH <b>97315</b> <b>W05A</b>	APP CRS <b>051°</b>	Rwy Idg <b>6221</b> TDZE <b>345</b> Apt Elev <b>354</b>
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## RNAV (GPS) RWY 5

MACON/MIDDLE GEORGIA RGNL (MCN)

**T** DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F).  
When VGSI inop, circling Rwy 13, 31 NA at night.  
For inoperative MALS/R, increase LPV visibility to RVR 4000, all Cats.

MALSR



**MISSED APPROACH:** Climb to 2300 direct EJZEN and hold.

ATIS  
120.775

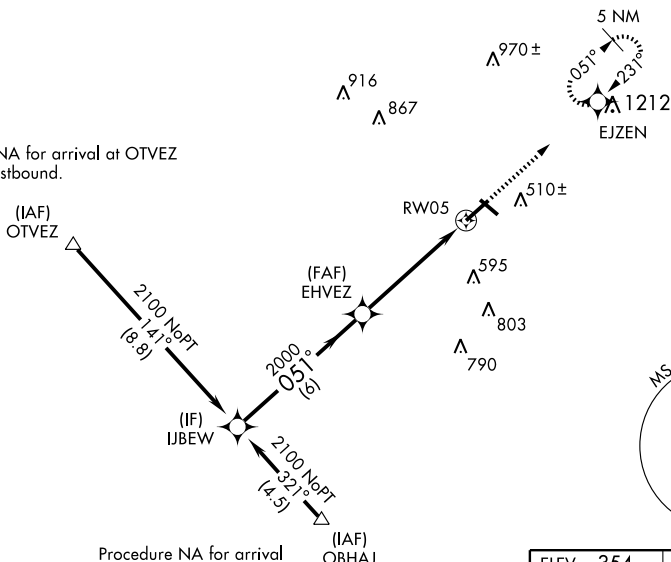
ATLANTA APP CON ★  
124.2 279.6

MACON TOWER ★  
128.2 (CTAF) 257.8

GND CON  
121.65

UNICOM  
122.95

Procedure NA for arrival at OTVEZ  
via V56 westbound.



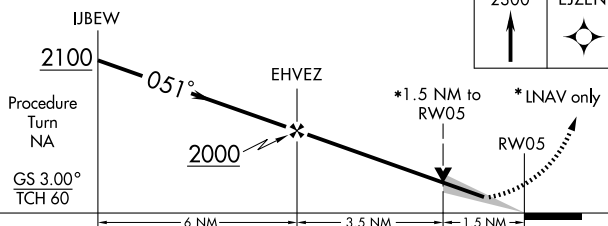
Procedure NA for arrival  
at OBHAJ via V35  
southwest bound.

MSA RW05 25 NM

2600

ELEV 354

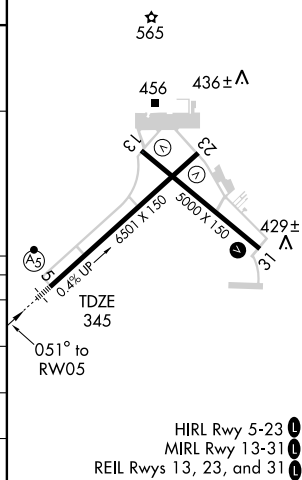
**D**



2300

EJZEN

CATEGORY	A	B	C	D
LPV DA	595/24 250 (300-½)			
RNAV/ VNAV DA	883-1½ 538 (600-½)			
RNAV MDA	860/24 515 (600-½)		860/50 515 (600-1)	860/60 515 (600-¼)
CIRCLING	900-2 546 (600-2)			920-2 566 (600-2)

HIRL Rwy 5-23 **L**MIRL Rwy 13-31 **L**

REIL Rlys 13, 23, and 31 L

MACON, GEORGIA

Orig 09351

MACON/MIDDLE GEORGIA RGNL (MCN)

32° 42' N-83° 39' W

RNAV (GPS) RWY 5

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4. 26 AUG 2010 to 23 SEP 2010

APP CRS  
**133°**

Rwy Idg  
TDZE  
Apt Elev

**5000**  
**354**  
**354**

# RNAV (GPS) RWY 13

MACON/MIDDLE GEORGIA RGNL (MCN)

**▼** DME/DME RNP-0.3 NA.  
When VGSI inoperative, procedure NA at night.  
When VGSI inoperative, circling Rwy 31 NA at night.

MISSED APPROACH: Climbing right turn to 2500 direct OTVEZ and hold.

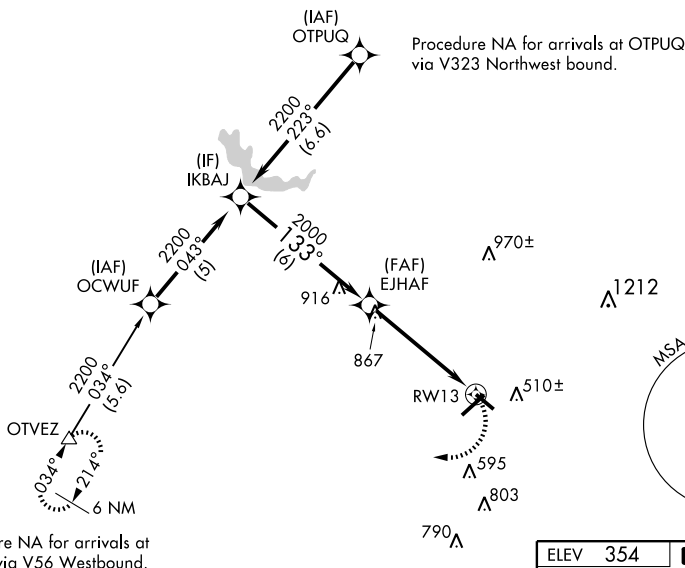
ATIS  
**120.775**

ATLANTA APP CON ★  
**124.2 279.6**

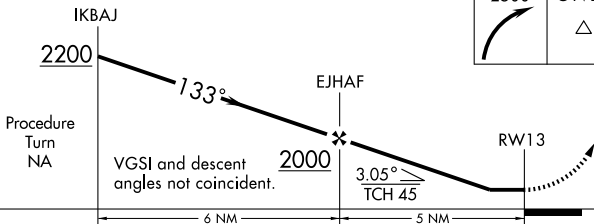
MACON TOWER ★  
**128.2 (CTAF) 257.8**

GND CON  
**121.65**

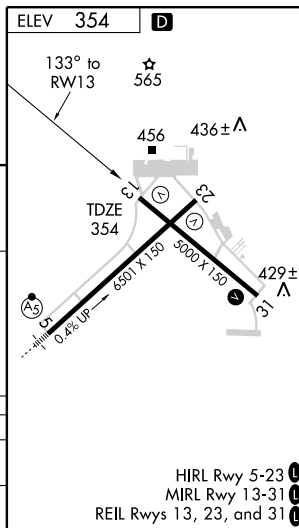
UNICOM  
**122.95**



Procedure NA for arrivals at OTVEZ via V56 Westbound.



CATEGORY	A	B	C	D
LNNAV MDA	820-1	466 (500-1)	820-1½ 466 (500-1½)	820-1½ 466 (500-1½)
CIRCLING	880-1	526 (600-1)	900-1½ 546 (600-1½)	920-2 566 (600-2)



APP CRS **231°**  
Rwy Idg **6426**  
TDZE **354**  
Apt Elev **354**

# RNAV (GPS) RWY 23

MACON/MIDDLE GEORGIA RGNL (MCN)

**▼** DME/DME RNP-0.3 NA.  
When VGSi inop, procedure NA at night.  
When VGSi inop, circling Rwy 13, 31 NA at night.

MISSED APPROACH: Climb to  
2100 direct EHVEZ and hold.

ATIS  
**120.775**

ATLANTA APP CON ★  
**124.2 279.6**

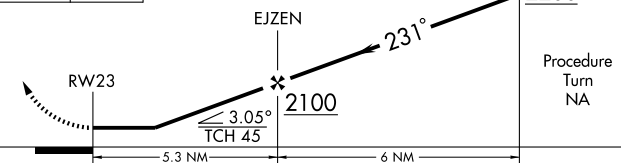
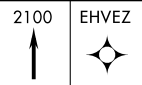
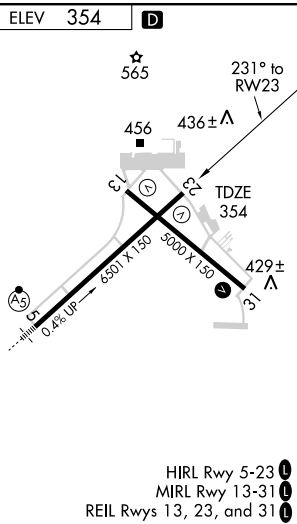
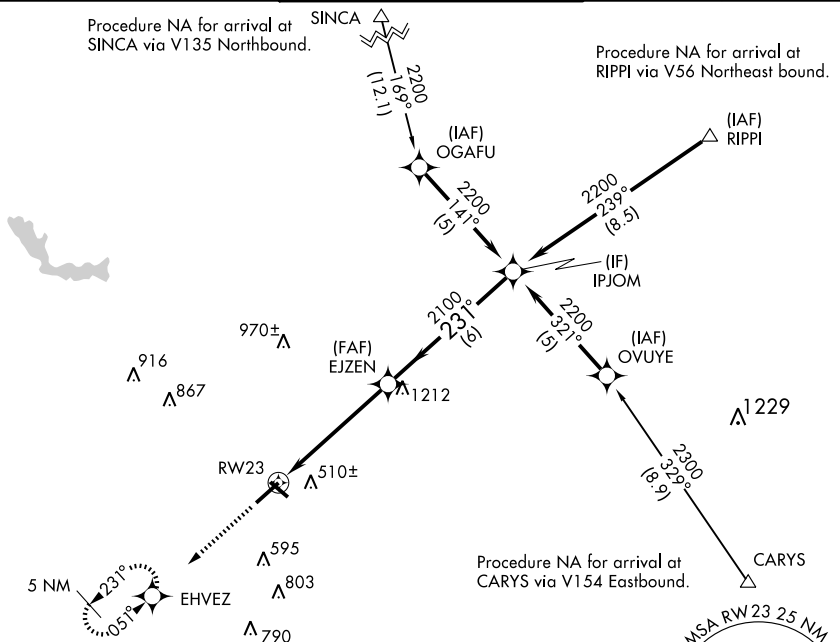
MACON TOWER ★  
**128.2 (CTAF) 257.8**

GND CON  
**121.65**

UNICOM  
**122.95**

Procedure NA for arrival at  
SINCA via V135 Northbound.

Procedure NA for arrival at  
RIPPI via V56 Northeast bound.



CATEGORY	A	B	C	D
LNAV MDA	800-1	446 (500-1)	800-1¼ 446 (500-1¼)	800-1½ 446 (500-1½)
CIRCLING	880-1	526 (600-1)	900-1½ 546 (600-1½)	920-2 566 (600-2)

APP CRS	Rwy Idg	<b>5000</b>
<b>313°</b>	TDZE	<b>352</b>
	Apt Elev	<b>354</b>

# RNAV (GPS) RWY 31

## MACON/MIDDLE GEORGIA RGNL (MCN)

**▼** DME/DME RNP-0.3 NA.  
When VGSI inop, circling Rwy 13 NA at night.

MISSED APPROACH: Climb to  
2100 direct EJHAF and hold.

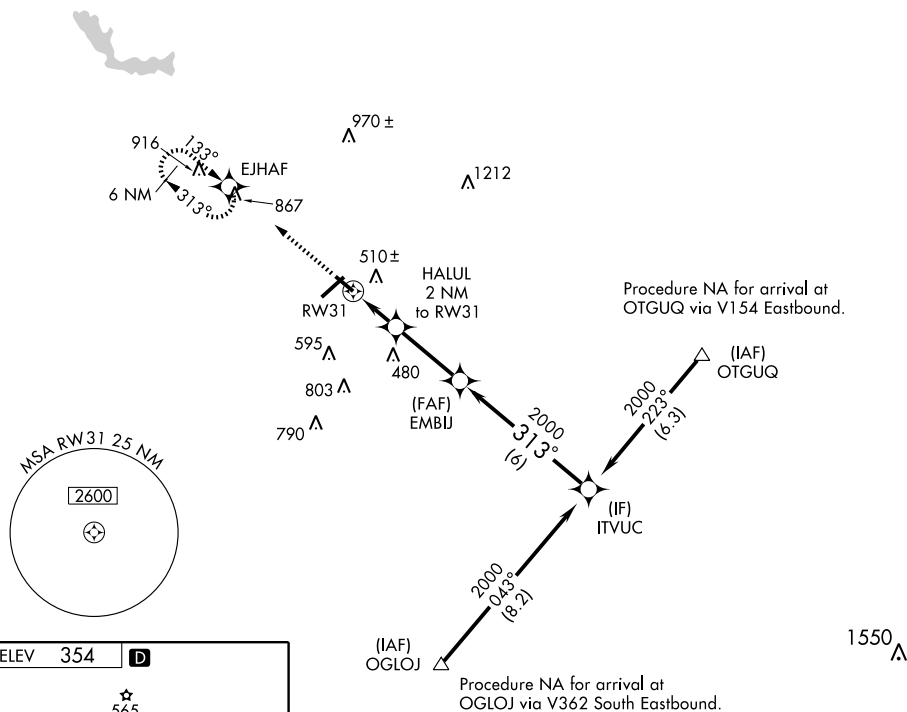
ATIS  
**120.775**

ATLANTA APP CON ★  
**124.2 279.6**

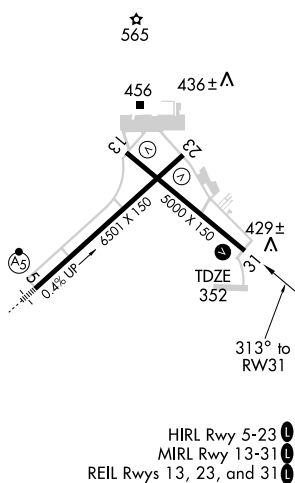
MACON TOWER ★  
**128.2 (CTAF) 257.8**

GND CON  
**121.65**

UNICOM  
**122.95**



ELEV **354** **D**



2100		EJHAF	
RW31		EMB	
HALUL 2 NM to RW31		ITVUC	
3.06° TCH 45		2000	
2 NM		3 NM	
6 NM		Procedure Turn NA	
CATEGORY		A	
LNAV MDA		680-1 328 (400-1)	
CIRCLING		880-1 526 (600-1)	
		900-1½ 546 (600-1½)	
		920-2 566 (600-2)	



VORTAC MCN <b>114.2</b> Chan <b>89</b>	APP CRS <b>144°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>354</b> <b>354</b>
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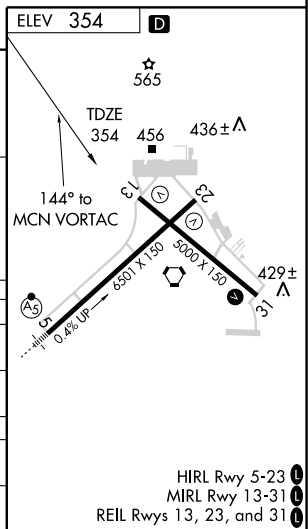
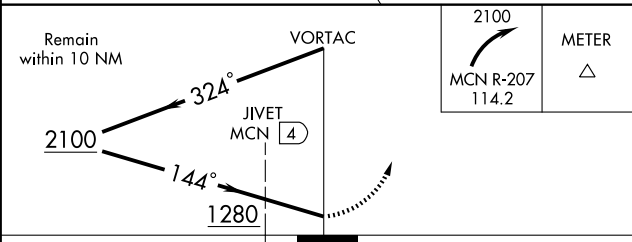
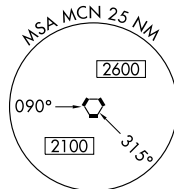
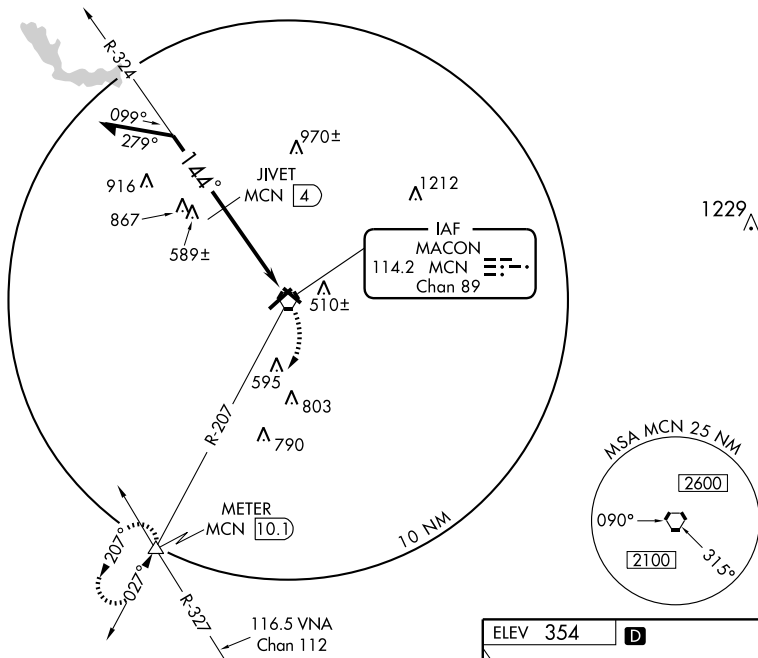
# VOR RWY 13

MACON/MIDDLE GEORGIA RGNL (MCN)



MISSED APPROACH: Climbing right turn to 2100  
via MCN R-207 to METER Int/10.1 DME and hold.

ATIS <b>120.775</b>	ATLANTA APP CON ★ <b>124.2 279.6</b>	MACON TOWER ★ <b>128.2 (CTAF) 257.8</b>	GND CON <b>121.65</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
S-13	1280-1¼	926 (1000-1¼)	1280-2¾ 926 (1000-2¾)	1280-3 926 (1000-3)
CIRCLING	1280-1¼	926 (1000-1¼)	1280-2¾ 926 (1000-2¾)	1280-3 926 (1000-3)
JIVET FIX MINIMUMS				
S-13	820-1	466 (500-1)	820-1¼ 466 (500-1¼)	820-1½ 466 (500-1½)
CIRCLING	880-1	526 (600-1)	900-1½ 546 (600-1½)	920-2 566 (600-2)

VORTAC MCN	APP CRS	Rwy Idg	6426
114.2	212°	TDZE	354
Chan 89		Apt Elev	354

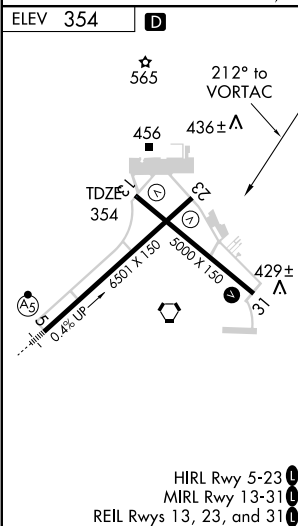
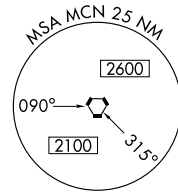
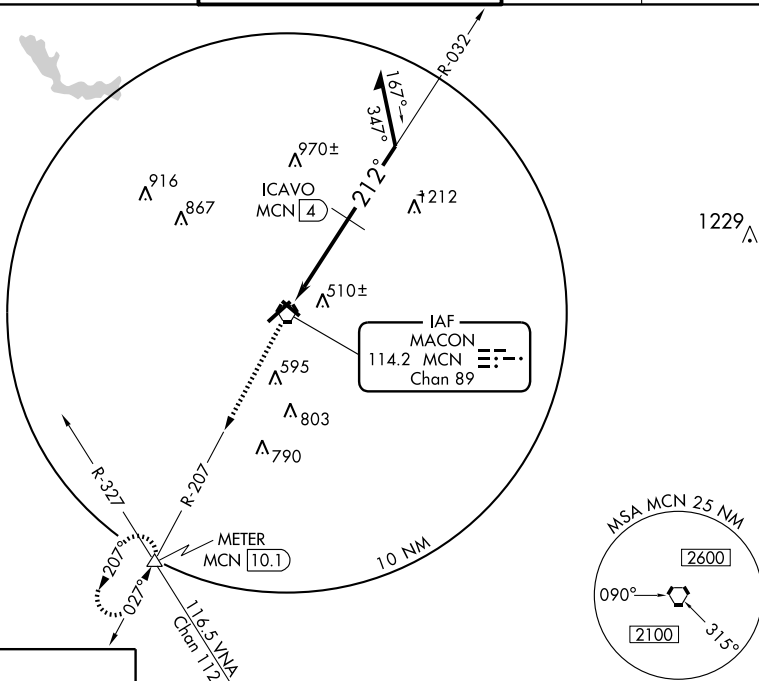
# VOR RWY 23

MACON/MIDDLE GEORGIA RGNL (MCN)



MISSED APPROACH: Climb to 2100 via MCN R-207 to METER Int/10.1 DME and hold.

ATIS 120.775	ATLANTA APP CON ★ 124.2 279.6	MACON TOWER ★ 128.2 (CTAF) 257.8	GND CON 121.65	UNICOM 122.95
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2100

MCN R-207

114.2

METER

△

VORTAC

032°

2300

ICAVO

MCN 4

1580

3.09°

TCH 45

212°

4 NM

Remain within 10 NM

CATEGORY	A	B	C	D
S-23	1580-1¼ 1226 (1300-1¼)	1580-1½ 1226 (1300-1½)	1580-3	1226 (1300-3)
CIRCLING	1580-1¼ 1226 (1300-1¼)	1580-1½ 1226 (1300-1½)	1580-3	1226 (1300-3)
ICAVO FIX MINIMUMS				
S-23	820-1	466 (500-1)	820-1¼ 466 (500-1¼)	820-1½ 466 (500-1½)
CIRCLING	880-1	526 (600-1)	900-1½ 546 (600-1½)	920-2 566 (600-2)

**MADISON MUNI** (52A) 2 NE UTC-5(-4DT) N33°36.73' W83°27.63'

ATLANTA

694 B S8 FUEL 100LL NOTAM FILE MCN

L-18J

Rwy 14-32: H3806X75 (ASPH) S-20 MIRL 1.5% up SE

IAP

Rwy 14: PAPI(P2L)—GA3.0°TCH 32'. Trees.

Rwy 32: Thld displcd 1131'. Fence. Rgt tfc.

**AIRPORT REMARKS:** Attended Mon-Sat 1400-2000Z†, Sun

1400-1700Z†. ACTIVATE MIRL Rwy 14-32 and PAPI

Rwy 14—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

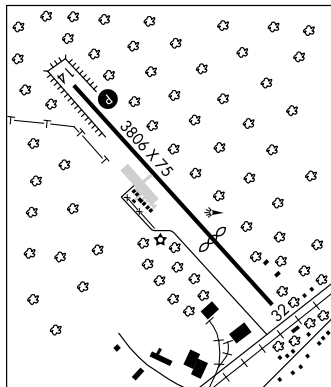
Ⓡ ATLANTA APP/DEP CON 127.5 (1115-0500Z‡)

Ⓡ ATLANTA CENTER APP/DEP CON 127.5 (0500-1115Z‡)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AHN.

ATHENS (H) VORTAC 109.6 AHN Chan 33 N33°56.86'

W83°19.49' 199° 21.2 NM to fld. 790/00E. HIWAS.



**MALCOLM MCKINNON** (See BRUNSWICK)

**MARION CO** (See BUENA VISTA)

**MAVIS** N32°07.79' W81°19.89' NOTAM FILE SAV.

CHARLOTTE

NDB (LOM) 368 SA 097° 6.6 NM to Savannah/Hilton Head Intl.

L-24H

**McINTOSH** N31°49.83' W81°30.59' NOTAM FILE MCN

JACKSONVILLE

NDB (MHW) 263 MQQ 327° 4.4 NM to Wright AAF (Fort Stewart)/Midcoast Rgnl.

L-24H

**McRAE** N32°05.68' W82°53.03' NOTAM FILE MCN

ATLANTA

NDB (MHW) 280 MQW at Telfair-Wheeler. Unmonitored.

L-24H

## Mc RAE

**TELFAIR-WHEELER** (MQW) 3 NE UTC-5(-4DT) N32°05.82' W82°52.76'

ATLANTA

202 B NOTAM FILE MCN

H-9B, L-24H

Rwy 03-21: H5000X75 (ASPH) S-30 MIRL

IAP

Rwy 03: PAPI(P2L)—GA 3.0° TCH 34'. Trees.

Rwy 21: PAPI(P2L)—GA 3.0° TCH 39'. Trees.

**AIRPORT REMARKS:** Unattended. Unlgtd 413' MSL twr 3.5 miles W. For

MIRL Rwy 03-21 opr dusk-0300Z‡; after 0300Z‡

ACTIVATE—CTAF.

**COMMUNICATIONS:** CTAF 122.9

Ⓡ JAX CENTER APP/DEP CON 132.3

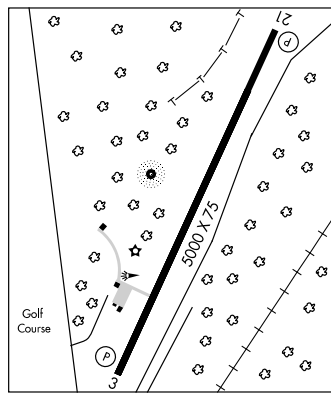
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCN.

DUBLIN (L) VORTAC 113.1 DBN Chan 78 N32°33.81'

W82°49.80' 190° 28.1 NM to fld. 300/05W. HIWAS.

McRAE NDB (MHW) 280 MQW N32°05.68' W82°53.03'

at fld. Unmonitored.



APP CRS	Rwy Idg	<b>3806</b>
<b>145°</b>	TDZE	<b>694</b>
	Apt Elev	<b>694</b>

# GPS RWY 14

MADISON MUNI (52A)



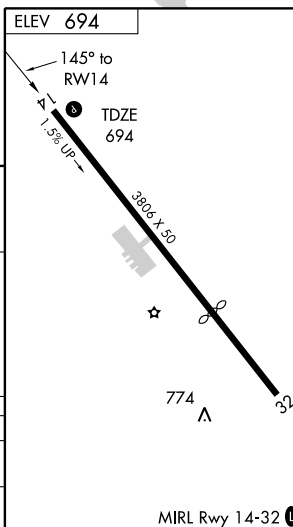
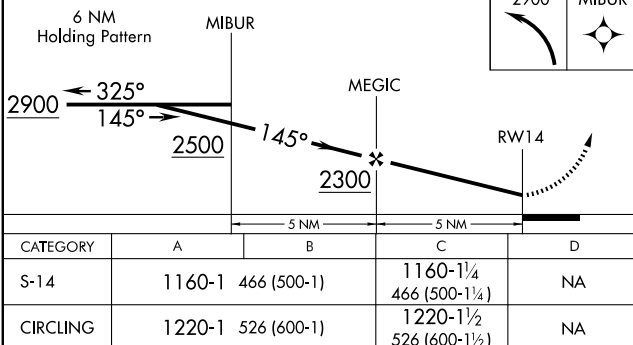
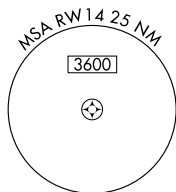
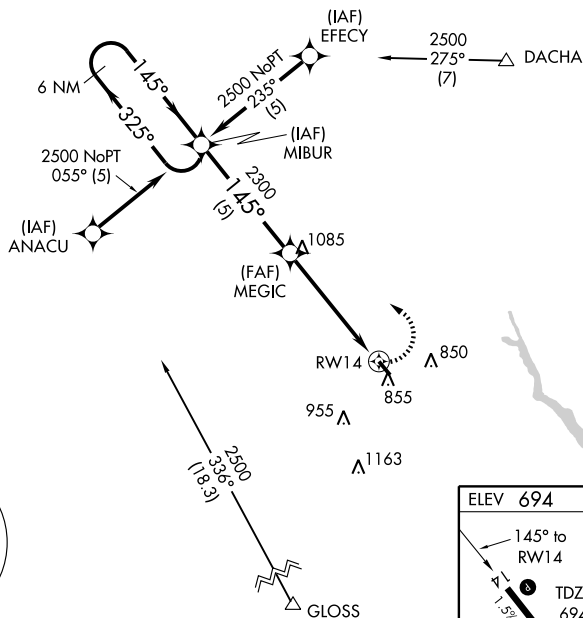
Use Athens altimeter setting.

MISSED APPROACH: Climbing left turn  
to 2900 direct MIBUR WP and hold.

ATLANTA APP CON ★  
**127.5 316.05**

UNICOM  
**122.8 (CTAF) 0**

△ 2549 ±



VORTAC AHN <b>109.6</b> Chan <b>33</b>	APP CRS <b>199°</b>	Rwy Idg TDZE Apt Elev	N/A N/A <b>694</b>
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# VOR/DME or GPS-A

MADISON MUNI (52A)

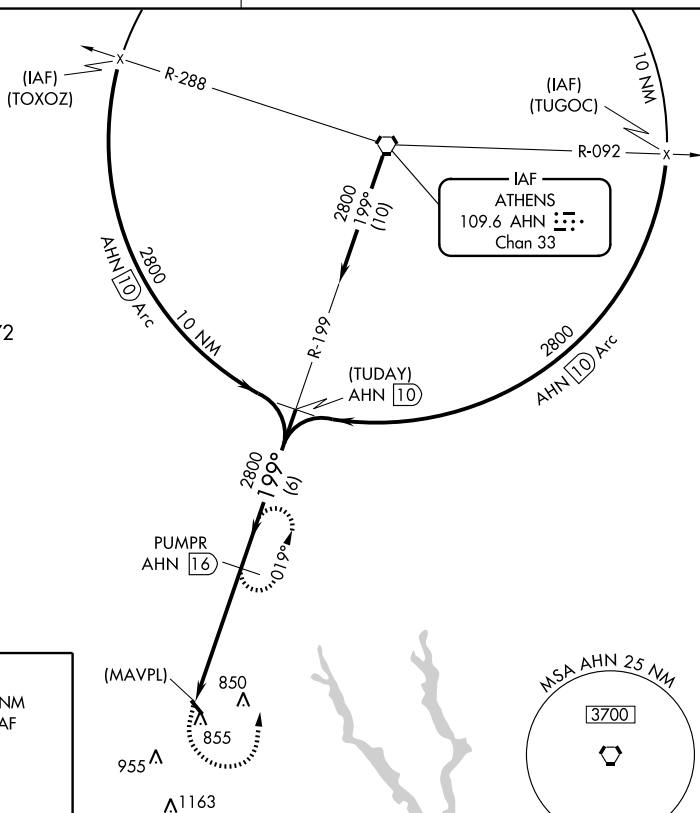
▲ NA

Use Athens altimeter setting.

MISSED APPROACH: Climbing left turn to 2800 via  
AHN R-199 to PUMPR/AHN 16 DME and hold.

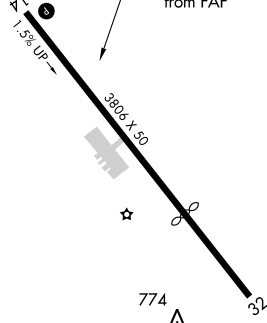
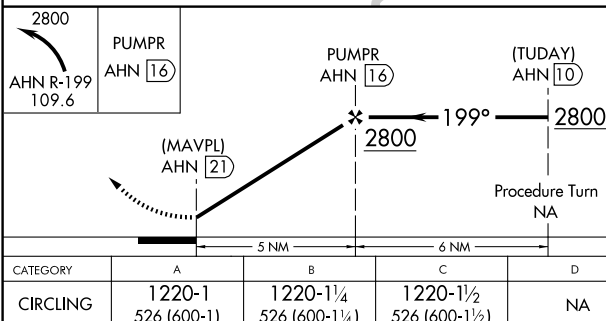
ATLANTA APP CON ★  
**127.5 316.05**

UNICOM  
**122.8** (CTAF) **0**



ELEV 694

199° 5 NM  
from FAF

MIRL Rwy 14-32 **0**

CATEGORY	A	B	C	D
CIRCLING	1220-1 526 (600-1)	1220-1¼ 526 (600-1¼)	1220-1½ 526 (600-1½)	NA

## AIRPORT DIAGRAM

AFD-959 [USAF]

MARIETTA, GEORGIA

ATIS ★ 269.5  
DOBBINS TOWER ★  
120.75 370.875  
GND CON  
125.3 275.8

VAR 43°W  
DECEMBER 2009  
ANNUAL RATE OF CHANGE  
0.1°W

ARM/DEARM  
HOT BRAKES  
HYDRAZINE

FIELD  
ELEV  
1068

HANGAR  
5  
RAMP

WATER  
TANK  
1273

LOCKHEED  
ACFT CORP

ARNG  
RAMP  
1

ARNG  
RAMP  
2

HOT BRAKES

LOCKHEED  
ACFT CORP

ELEV  
1020

WATER  
TANK  
1273

FUEL TANK  
FARM

LAC B-53  
RAMP

HOT BRAKES

ASSAULT  
STRIP  
(VEDA)

HOT CARGO

ARMY  
RESERVE

ARM/DEARM  
HOT BRAKES  
HYDRAZINE

HOT BRAKES

FIRE  
STATION

CONTROL  
TOWER

TRANSIENT  
PARKING

BASE OPS

AFRC  
C130  
RAMP

STADIUM  
LIGHTS

AFRC  
C130  
RAMP

HOT BRAKES

Rwy 11-29  
S200, T300, ST175,  
TT560, TDT765  
PCN 83 R/B/W/T  
110-290  
ST175  
PCN 43 R/C/W/T

## AIRPORT DIAGRAM

MARIETTA, GEORGIA  
DOBBINS ARB (KMGE)

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010

**DOBBINS ARB**

(MGE)(KMGE) AFRC (AR ARNG) 1 S UTC-5(-4DT)

ATLANTA

N33°54.92' W84°30.98'

H-9A, 12F, L-181, A

1068 B TPA—See Remarks Class I, ARFF Index A NOTAM FILE MGE Not insp.

DIAP, AD

RWY 11-29: H10000X300 (CONC) PCN 83 R/B/W/T HIRL

RWY 11: ALSF1. OLS. REIL. PAPI(P4L). RWY 29: SALSF. OLS. REIL. PAPI(P4L). 0.8% up.

RWY 110-290: H3500X60 (ASPH) PCN 43 R/C/W/T HIRL

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 11: TORA-10000 TODA-10000

RWY 29: TORA-10000 TODA-10000

**ARRESTING GEAR/SYSTEM**

RWY 11 HOOK BAK-12(B) (1490')

HOOK BAK-12(B) (1490') RWY 29

**MILITARY SERVICE:** LGT For OLS Rwy 11-29 location data see FLIP AP/1 Supplementary Arpt Remarks.

**A-GEAR** Rwy 11-29 BAK-12 opr Mon-Fri 1200Z† to official SS. All other times disconnected. BAK-12 in raised position on departure end of active rwy. BAK-12 rqr 30 min PN for approach end engagement. BAK-12 reduced arresting system reliability.

JASU AF 1(A/M32A-86) 2(AM32-95) 1(AM32A-60A)

FUEL AF J8. Opr Mon-Thu 1100-0300Z†, Fri-Sun 1100-0100Z†. Tran acft expect 1 hr fuel delay. **FLUID SP**PRESAIR LOX LPOX LHNT LPNIT No De-Ice avbl for tran acft. **OIL** O-148-156 SOAP/JOAP, no lab svc.

TRAN ALERT Opr Mon-Sun 1200-0400Z†.

**MILITARY REMARKS:** Opr 1200-0400Z†. Rwy 11-29 CLOSED last Sat each month for construction, 1200-2100Z†. See

FLIP AP/1 Supplementary Arpt Remarks. **RSTD** PPR DSN 625-4903 C678-655-4903. Acft restricted during Bird Watch condition Moderate (tkf/ldg permission when dep/arrival routes avoid identified bird activity, no local IFR/VFR tfc pattern acft) and Severe (tkf/ldg prohibited without 94th OG/CC approval), ctc Base OPS for current Bird Watch condition. Hazardous cargo rstd to C130 or smaller acft, 24 hr prior notice rqr. Ctc Base OPS 20 min prior ldg to confirm PPR and svcg/load. Afd Official Business Only 0400-1200Z†. **TFC PAT** TPA—Overhead, enter initial at 3500(2432), descend to 2600(1532), level break at rwy thld. Class D Airspace up to, but not including, 3600. **MISC** Limited tran weekdays 1200-2100Z†. All other times must be coordinated with tran 24 hr prior notice weekdays. This includes on/off base and to/from fit line ctc DSN 625-3667. Base OPS does not have COMSEC avbl for tran crews and has no storage capabilities. COMSEC stor 30 min prior notice rqr, ctc C770-553-0593 or C404-664-7548 Mon-Fri and unit training weekend 1230-2130Z†, other times 2 hr prior notice. RSRs applied to base assigned acft only; standard USAF RSRs not applicable. UDI/Loaner vehicle not avbl without valid AF Form 2293, Govt License. Base OPS fax DSN 625-4915. **AR** Ctc C678-655-5284/5, 132.95. No tran fuel/svc. Limited ramp space, prior coordination rqr to use ASF ramp. **ARNG** Acft/aircrews desiring to land/park at AASF #2, ctc DSN 753-3500, C678-569-3500, minimum 24 hrs prior notice for approval. Approval fm AASF #2 does not constitute a PPR. Tran acft must obtain PPR and fuel fm Dobbins Base Ops. Opr Tue-Fri 1100-2130Z†.

**COMMUNICATIONS:** ATIS 269.5 (1200-0400Z†) **PTD** 139.3 372.2**(R) ATLANTA CENTER APP/DEP CON** 121.0 268.7**TOWER** 120.75 370.875 **GND CON** 125.3 275.8**94AW COMD POST** (DAPPER DAN) 379.525 **PMSV METRO** 274.75 (Full svc avbl 1100-0400Z†, DSN 625-5190.Other times ctc 26th OWS DSN 781-4775, COMM 318-456-4775. **ARNG OPS** 47.0**AIRSPACE:** CLASS D svc 1200-0400Z† other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE PDK.**PEACHTREE (L) VOR/DME** 116.6 PDK Chan 113 N33°52.54' W84°17.93' 284° 11.1 NM to fld. 970/2W.**(T) TACAN** Chan 77 DOB (113.0) N33°54.88' W84°30.44' at fld. 1008/3W. NOTAM FILE MCN. Monitored

Thu 1300-1500Z†. No NOTAM MP Thu 1100-1500Z†.

TACAN unusable:

316°-325° byd 11 NM

326°-315° byd 20 NM blo 3,500'.

**ILS** 109.7 I-DJR Rwy 11. No NOTAM MP Tue-Wed 1100-1500Z†.**ILS** 111.35 I-VRW Rwy 29. GS unusable byd 5° right of course. Back course unusable.**ASR/PAR** (1200-0400Z†)**COMM/NAV/WEATHER REMARKS:** Radar see Terminal FLIP for Radar Minima.

# (AWSON.AWSON1) 09183 AWSON ONE ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA

ATLANTA APP CON  
126.975 239.275  
FULTON COUNTY ATIS  
120.175  
DEKALB PEACHTREE ATIS  
128.4  
DOBBINS ARB ATIS \*  
269.5

VOLUNTEER  
116.4 VXX  
Chan 111  
N35°54.29' - W83°53.68'  
L-25, H-9-12

SNOWBIRD  
108.8 SOT  
Chan 25  
N35°47.41' - W83°03.14'  
L-25, H-9-12

SUGARLOAF MOUNTAIN  
112.2 SUG  
Chan 59  
N35°24.39' - W82°16.12'  
L-25

CERAY  
N34°59.97' - W83°41.55'

HARRIS  
109.8 HRS  
Chan 35

FOOTHILLS  
113.4 ODF  
Chan 81  
N34°41.75' - W83°17.86'  
L-25, H-9-12

AWSON  
N34°28.82' - W83°59.06'

DEHAN  
N34°19.00' - W84°04.30'  
**NAVIGATIONAL PLANNING INFORMATION**  
All aircraft expect clearance to cross at 8000'.

DLUTH  
N34°05.26' - W84°11.61'

ELECTRIC CITY  
108.6 ELW  
Chan 23

CARTERSVILLE  
PAULDING CO RGNL  
DOBBINS ARB  
FULTON COUNTY AIRPORT-BROWN FIELD  
WEST GEORGIA RGNL-O.V. GRAY FIELD  
PEACHTREE CITY-FALCON FIELD  
NEWMAN-COWETA COUNTY  
COBB COUNTY-McCOLLUM FIELD  
DEKALB-PEACHTREE  
CLAYTON COUNTY-TARA FIELD  
GWINNETT COUNTY-BRISCOE FIELD  
ATLANTA 116.9 ATL Chan 116  
COVINGTON MUNI  
GRIFFIN-SPALDING COUNTY

NOTE: DME Required.  
NOTE: RADAR required SOT transition.  
NOTE: This procedure applicable to turbojet and turboprop aircraft.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

# AWSON ONE ARRIVAL (AWSON.AWSON1) 09183

ATLANTA, GEORGIA

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010



## ARRIVAL DESCRIPTION

CERAY TRANSITION (CERAY.AWSON1): From over CERAY INT via ATL R-024 to AWSON INT. Thence. . . .

FOOTHILLS TRANSITION (ODF.AWSON1): From over ODF VORTAC via ODF R-249 to AWSON INT. Thence. . . .

SNOWBIRD TRANSITION (SOT.AWSON1): From over SOT VORTAC via SOT R-218 and ATL R-024 to AWSON INT. Thence. . . .

SUGARLOAF MOUNTAIN TRANSITION (SUG.AWSON1): From over SUG VORTAC via SUG R-253 and ATL R-024 to AWSON INT. Thence. . . .

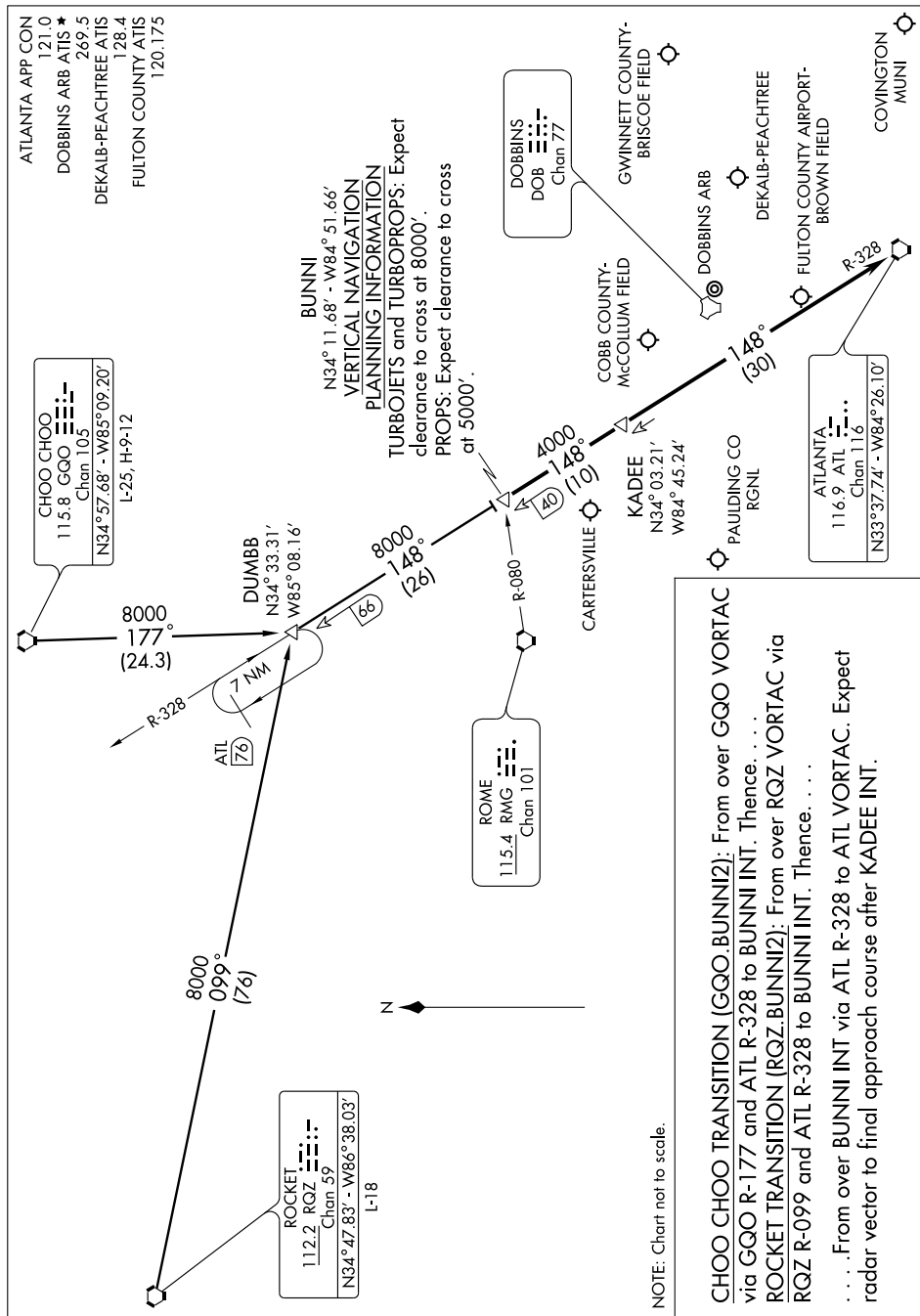
VOLUNTEER TRANSITION (VXV.AWSON1): From over VXV VORTAC via VXV R-173 and ATL R-024 to AWSON INT. Thence. . . .

. . . .From over AWSON INT via ATL R-024 to DLUTH INT. Expect radar vectors to final approach course after DEHAN INT.

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010



VOR/DME PDK <b>116.6</b> Chan <b>113</b>	APCH CRS <b>284°</b>	Rwy Idg <b>10,000</b> TDZE <b>1015</b> Arpt Elev <b>1068</b>
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AL-959 [USAF]

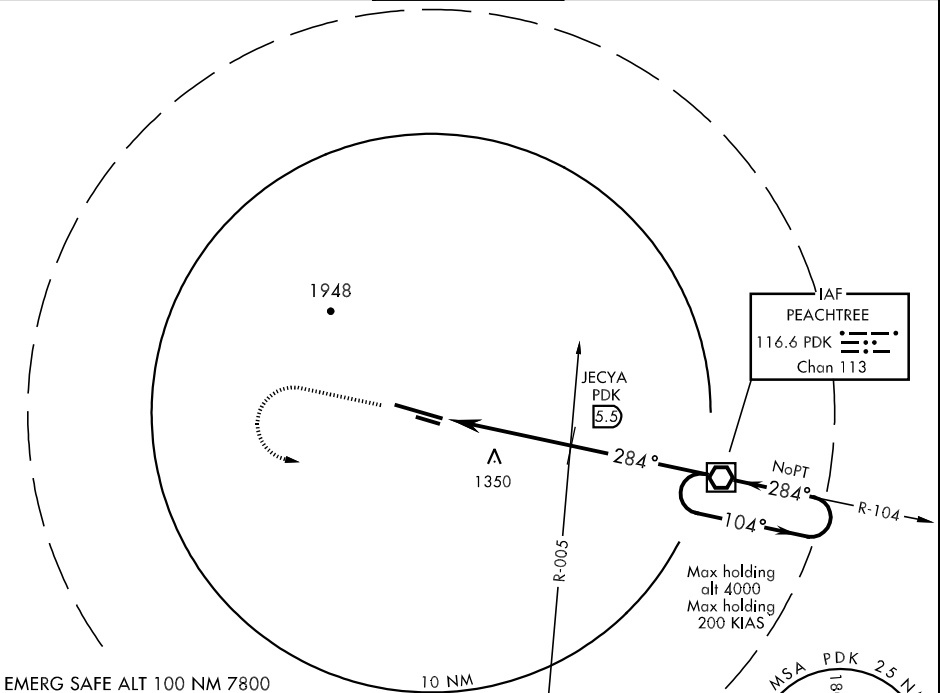
DOBBINS ARB (KMGE)

**▼** \* When ALS inop, increase RVR to 50 and vis to 1 mile.



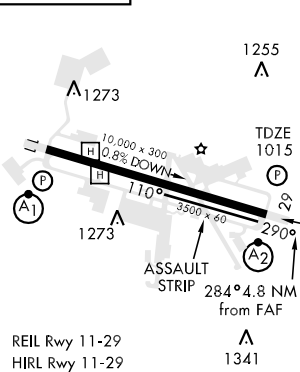
MISSED APPROACH: Climb to 4000 turn left direct PDK VOR/DME and hold.

ATIS ★ <b>269.5</b>	ATLANTA APP CON <b>121.0 268.7</b>	DOBBINS TOWER ★ <b>120.75 370.875</b>	GND CON <b>125.3 275.8</b>	ASR/PAR
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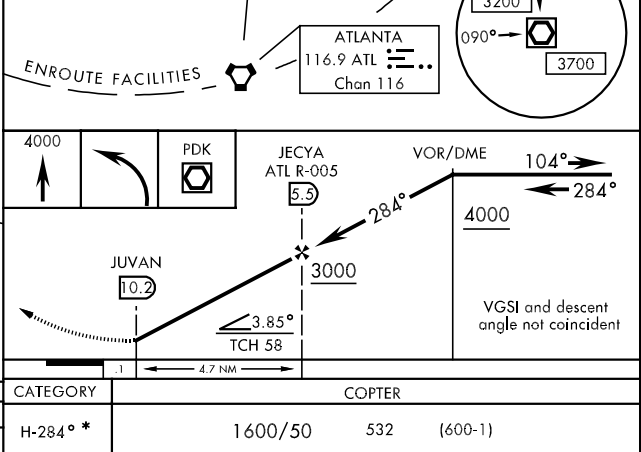


EMERG SAFE ALT 100 NM 7800

ELEV 1068



FAF to MAP 4.7 NM					
Knots	45	60	75	90	105
Min:Sec	6:16	4:42	3:46	3:08	2:41



(DIFFI.DIFFI1) 10210

# DIFFI ONE ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA

ATLANTA APP CON  
119.8  
FULTON COUNTY ATIS  
120.175  
DEKALB-PEACHTREE ATIS  
128.4  
DOBBINS ARB ATIS \*  
269.5

ROME  
115.4 RMG  
Chan 101

CARTERSVILLE

CHEROKEE COUNTY

LEE GILMER  
MEMORIAL

COBB COUNTY-  
McCULLUM FIELD

DOBBINS  
DOB  
Chan 77

GWINNETT COUNTY-  
BRISCOE FIELD

PAULDING CO  
RGNL

DOBBINS  
ARB

DEKALB-  
PEACHTREE

DIFFI  
N33°48.86'  
W85°04.10'

TIINI  
N33°41.90'-W85°03.08'

## VERTICAL NAVIGATION PLANNING INFORMATION

Expect clearance to cross at 5000.

TEMPO  
N33°36.68'  
W85°02.32'

NANNC  
N33°23.32'  
W85°06.32'

NOTE: DME required from LGC VORTAC to TEMPO INT.  
NOTE: This procedure applicable to turboprop and  
turbojet aircraft operating at or above 7000.

BUUZZ

N33°16.66'-W85°08.30'

## VERTICAL NAVIGATION PLANNING INFORMATION

Turbojets expect clearance to cross at 11000.  
Turboprops expect clearance to cross BUUZZ at 7000.

LAGRANGE  
115.6 LGC  
Chan 103  
N33°02.95' - W85°12.37'  
L-18, H-9-12

## ARRIVAL ROUTE DESCRIPTION

From LGC VORTAC via R-013 to  
TEMPO INT, then via RMG VORTAC  
R-172 to DIFFI INT. Expect radar vectors.

NOTE: Chart not to scale.

# DIFFI ONE ARRIVAL


(DIFFI.DIFFI1) 10210

ATLANTA, GEORGIA

SE-4, 26 AUG 2010 to 23 SEP 2010

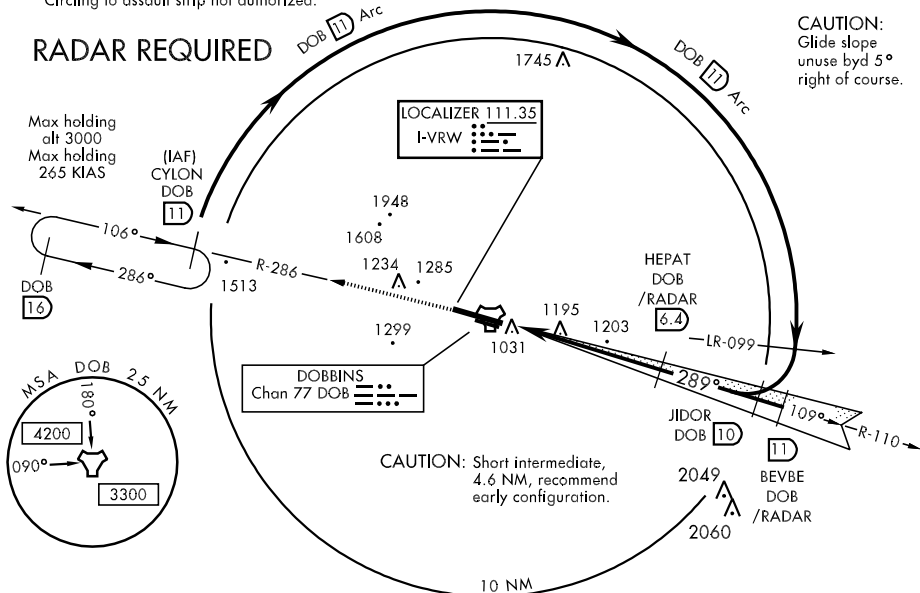
SE-4, 26 AUG 2010 to 23 SEP 2010



LOC I-RVR <b>111.35</b>	APCH CRS <b>289°</b>	Rwy Idg <b>10,000</b> TDZE <b>1015</b> Aprt Elev <b>1068</b>	AL-959 [USAF]	DOBBINS ARB (KMGE)	
<b>V</b> * When ALS inop, increase CAT AB RVR to 40 and vis to ¾ mile. ** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1 ½ miles, CAT D vis to 1 ½ miles, CAT E vis to 1 ¾ miles.			SALS 	MISSED APPROACH: Climb to 3000 via DOB R-286 to CYLON and hold.	
ATIS ★ <b>269.5</b>	ATLANTA APP CON <b>121.0 268.7</b>	DOBBINS TOWER ★ <b>120.75 370.875</b>	GND CON <b>125.3 275.8</b>	ASR/PAR	

\*\*\* Circling not authorized N of Rwy 11-29 for CAT DE aircraft.

Circling to assault strip not authorized.



EMERG SAFE ALT 100 NM 7800

**ELEV 1068**

**3000**  
↑ DOB R-286

**CYLON**  
DOB 11

**HEPAT**  
6.4 /RADAR

**JIDOR**  
R-110 10

**BEVBE**  
R-110 11

**CYLON**  
R-286 11

**1255**  
A

**1273**  
A

**1101**  
P

**1017**  
P

**1155**  
A

**1273**  
A

**1100 x 300**  
0.8% UP

**3500 x 60**

**ASSAULT STRIP**

**FAF to MAP 5.5 NM**

**289°6 NM from FAF**

**289°**

**2933**

**3000**

**GS 3.00°**  
TCH 59

**4000**

**4000**

**4000**

**Arc 11**

**TACAN**

**HADIT**  
0.9

**1.7**

**0.5**

**5.5 NM**

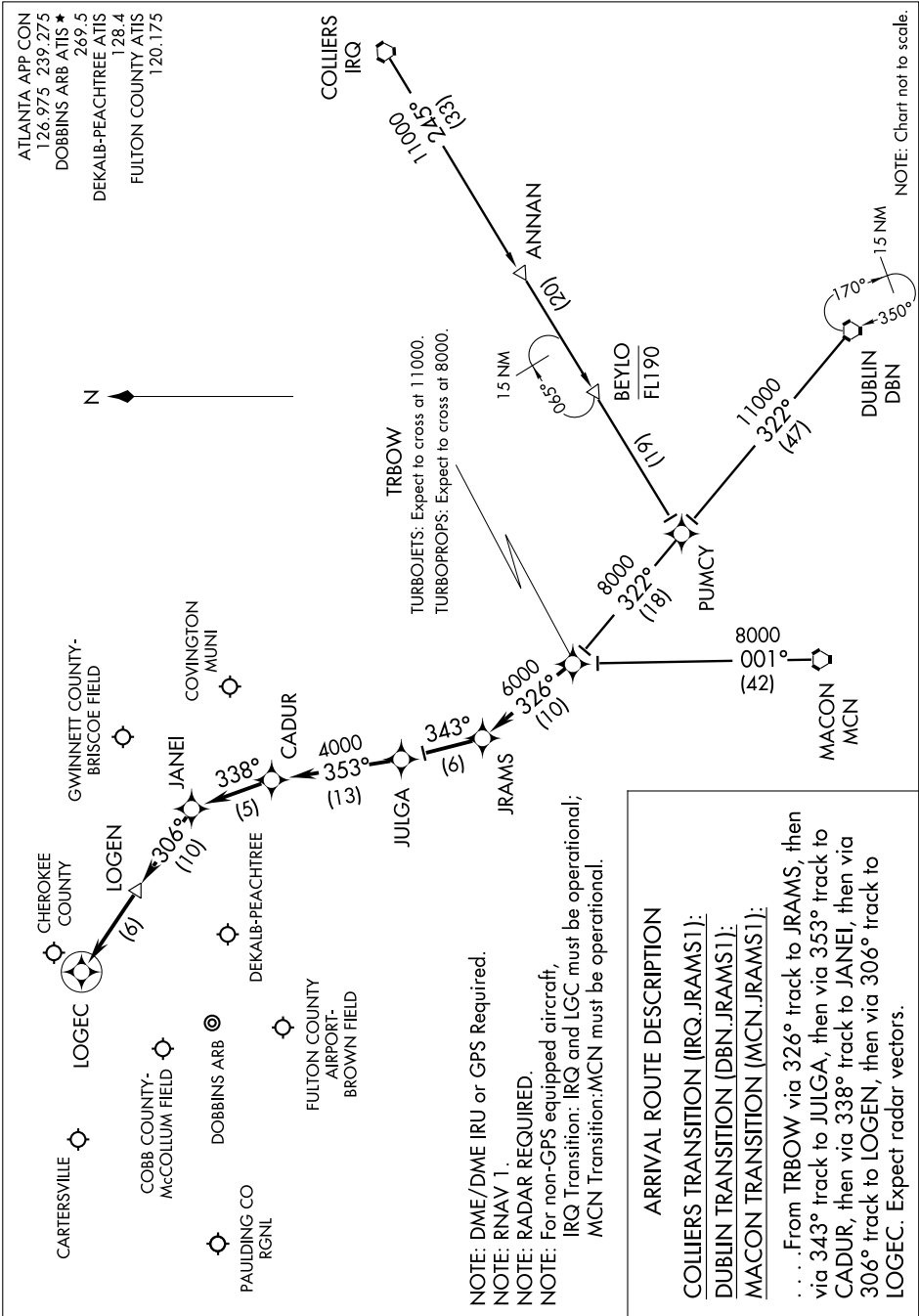
CATEGORY	A	B	C	D	E
S-ILS 29 *	1215/24 200 (200-½)		1215/40 200 (200-¾)		
S-LOC 29 **	1500/40 485 (500-¾)		1500/50 485 (500-1)	1500/60 485 (500-1¼)	1500-1½ 485 (500-1½)
***					
CIRCLING	1680-1 612 (700-1)		1680-1¾ 612 (700-1¾)	1700-2 632 (700-2)	1740-2½ 672 (700-2½)
S-PAR 29 *	1215/24 200 (200-½)		1215/40 200 (200-¾)		GS 3.0°

**REIL Rwy 11-29**

**HIRL Rwy 11-29**

**Knots**  
60 90 120 150 180

**Min:Sec**  
5:30 3:40 2:45 2:12 1:50



SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010

ATLANTA APP CON

119.8

FULTON COUNTY ATIS

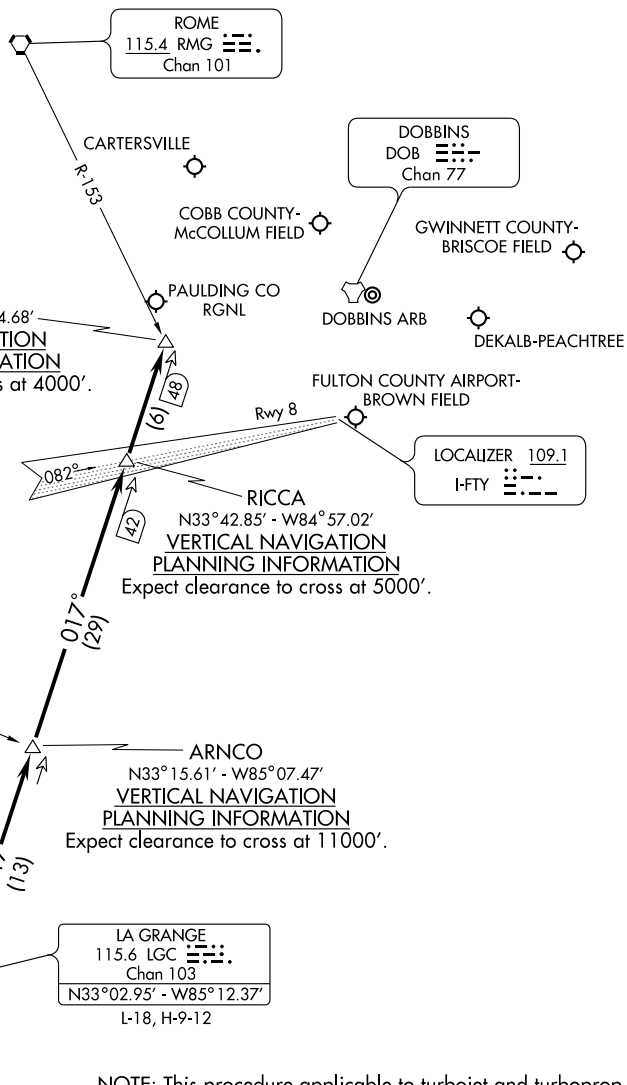
120.175

DEKALB-PEACHTREE ATIS

128.4

DOBBINS ARB ATIS \*

269.5



NOTE: Chart not to scale.

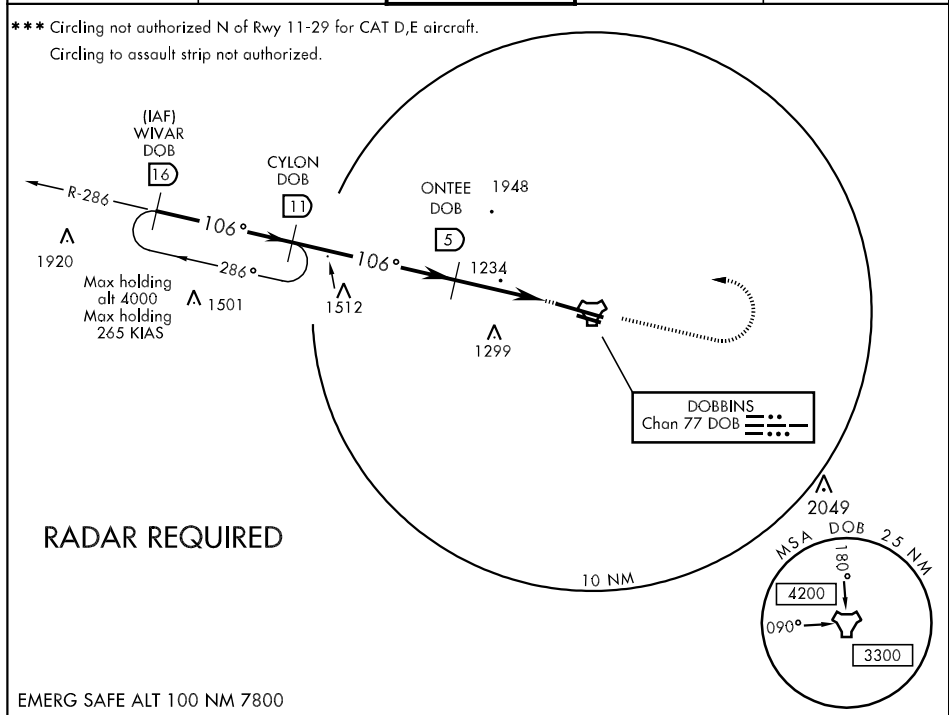
From over LGC VORTAC via the LGC R-017 to MIKEE INT. Expect radar vectors to final approach course after MIKEE INT.



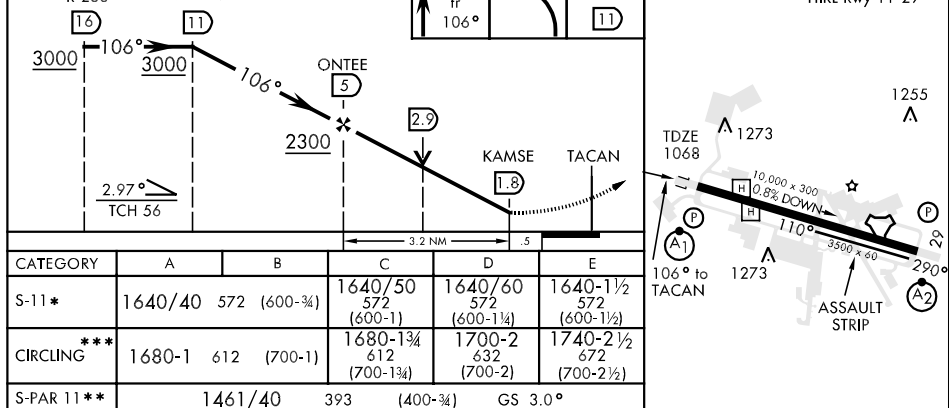
TACAN Chan <b>77</b>	DOB <b>106°</b>	APCH CRS <b>106°</b>	Rwy Idg <b>10,000</b> TDZE <b>1068</b> Arpt Elev <b>1068</b>	AL-959 [USAF]	DOBBINS ARB (KMGE)
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<b>V</b> * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles. ** When ALS inop, increase RVR to 60 and vis to 1¼ mile.	ALSF-1 	MISSED APPROACH: Climb to 2000 on track 106°, then climbing left turn to 3000 direct CYLON and hold.
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ATIS ★ <b>269.5</b>	ATLANTA APP CON <b>121.0 268.7</b>	DOBBINS TOWER ★ <b>120.75 370.875</b>	GND CON <b>125.3 275.8</b>	ASR/PAR
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EMERG SAFE ALT 100 NM 7800



SE-4, 26 AUG 2010 to 23 SEP 2010

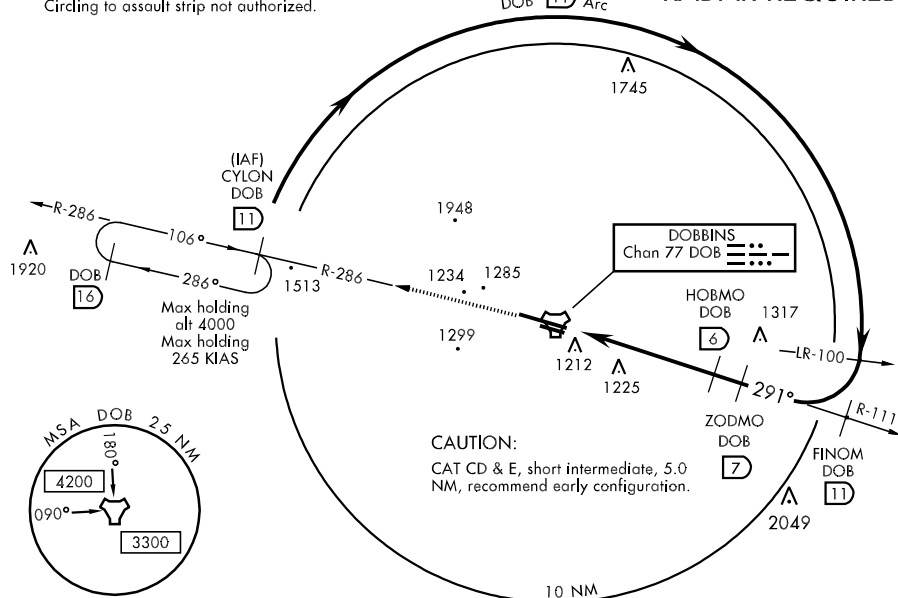
SE-4, 26 AUG 2010 to 23 SEP 2010

TACAN DOB Chan <b>77</b>	APCH CRS <b>291°</b>	Rwy Idg <b>10,000</b> TDZE <b>1015</b> Arprt Elev <b>1068</b>	AL-959 [USAF]	DOBBINS ARB (KMGJ)	
<b>V</b> * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1 3/4 miles, CAT D vis to 2 miles, CAT E vis to 2 1/4 miles. ** When ALS inop, CAT AB increase RVR to 40 and vis to 3/4 mile.			SALS 	MISSED APPROACH: Climb to 3000 via DOB R-286 to CYLON and hold.	
ATIS ★ <b>269.5</b>	ATLANTA APP CON <b>121.0 268.7</b>	DOBBINS TOWER ★ <b>120.75 370.875</b>	GND CON <b>125.3 275.8</b>	ASR/PAR	

\*\*\* Circling not authorized N of Rwy 11-29 for CAT D,E aircraft.  
Circling to assault strip not authorized.

DOB 11 Arc

## RADAR REQUIRED



EMERG SAFE ALT 100 NM 7800

CATEGORY	A	B	C	D	E
S-29 *	1620/40 605 (600-¾)		1620-1 ½ 605 (600-1½)	1620-1¾ 605 (600-1¾)	1620-2 605 (600-2)
CIRCLING ***	1680-1 612 (700-1)		1680-1¾ 612 (700-1¾)	1700-2 632 (700-2)	1740-2½ 672 (700-2½)
S-PAR 29 **	1215/24 200 (200-½)		1215/40 200 (200-¾)		GS 3.0°



**MADISON MUNI** (52A) 2 NE UTC-5(-4DT) N33°36.73' W83°27.63'

694 B S8 FUEL 100LL NOTAM FILE MCN

RWY 14-32: H3806X75 (ASPH) S-20 MIRL 1.5% up SE

RWY 14: PAPI(P2L)—GA3.0°TCH 32'. Trees.

RWY 32: Thld displcd 1131'. Fence. Rgt tfc.

**AIRPORT REMARKS:** Attended Mon-Sat 1400-2000Z, Sun

1400-1700Z. ACTIVATE MIRL Rwy 14-32 and PAPI

Rwy 14—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ ATLANTA APP/DEP CON 127.5 (1115-0500Z)

Ⓡ ATLANTA CENTER APP/DEP CON 127.5 (0500-1115Z)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AHN.

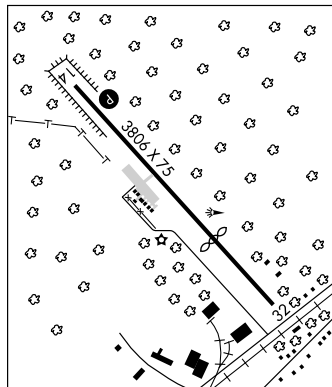
ATHENS (H) VORTAC 109.6 AHN Chan 33 N33°56.86'

W83°19.49' 199° 21.2 NM to fld. 790/00E. HIWAS.

ATLANTA

L-18J

IAP



**MALCOLM MCKINNON** (See BRUNSWICK)

**MARION CO** (See BUENA VISTA)

**MAVIS** N32°07.79' W81°19.89' NOTAM FILE SAV.

NDB (LOM) 368 SA 097° 6.6 NM to Savannah/Hilton Head Intl.

CHARLOTTE

L-24H

**McINTOSH** N31°49.83' W81°30.59' NOTAM FILE MCN

NDB (MHW) 263 MQQ 327° 4.4 NM to Wright AAF (Fort Stewart)/Midcoast Rgnl.

JACKSONVILLE

L-24H

**McRAE** N32°05.68' W82°53.03' NOTAM FILE MCN

NDB (MHW) 280 MQW at Telfair-Wheeler. Unmonitored.

ATLANTA

L-24H

## Mc RAE

**TELFAIR-WHEELER** (MQW) 3 NE UTC-5(-4DT) N32°05.82' W82°52.76'

202 B NOTAM FILE MCN

RWY 03-21: H5000X75 (ASPH) S-30 MIRL

RWY 03: PAPI(P2L)—GA 3.0° TCH 34'. Trees.

RWY 21: PAPI(P2L)—GA 3.0° TCH 39'. Trees.

**AIRPORT REMARKS:** Unattended. Unlgtd 413' MSL twr 3.5 miles W. For

MIRL Rwy 03-21 opr dusk-0300Z; after 0300Z

ACTIVATE—CTAF.

**COMMUNICATIONS:** CTAF 122.9

Ⓡ JAX CENTER APP/DEP CON 132.3

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCN.

DUBLIN (L) VORTAC 113.1 DBN Chan 78 N32°33.81'

W82°49.80' 190° 28.1 NM to fld. 300/05W. HIWAS.

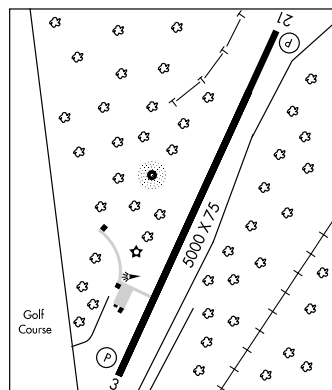
McRAE NDB (MHW) 280 MQW N32°05.68' W82°53.03'

at fld. Unmonitored.

ATLANTA

H-9B, L-24H

IAP



NDB	MQW	APP CRS	Rwy Idg	5000
<u>280</u>		<u>211°</u>	TDZE	202
			Apt Elev	202

NDB RWY 21

MCRAE/ TELFAIR-WHEELER (MQW)

▼ ▲ NA	Visibility reduction by helicopters NA. Use Vidalia altimeter setting; when not received, use Alma altimeter setting.	MISSED APPROACH: Climbing left turn to 2500 in MQW NDB holding pattern, continue climb-in-hold to 2500.
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VIDALIA AWOS-3  
**119.925**JACKSONVILLE CENTER  
**132.3 290.4**CTAF  
**122.9**DUBLIN  
113.1 DBN   
Chan 78VIENNA  
116.5 VNA   
Chan 1122500  
102°  
(32.1)IAF  
Mc RAE  
280 MQW 

640

706

545

770

2500

191°  
(28.2)

449

256°

076°

211°

492

441

031°

518

10 NM

MSA MQW 25 NM

2300

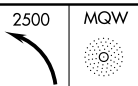
ELEV 202

211° to  
MQW NDB21  
TDZE  
202

336

5000 X 75

3



NDB

Remain  
within 10 NM

2500

211°

MIRL Rwy 3-21

MCRAE, GEORGIA

Amdt 9 10210

MCRAE/ TELFAIR-WHEELER (MQW)

32°06'N-82°53'W

NDB RWY 21

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010

WAAS CH <b>70508</b> <b>W03A</b>	APP CRS <b>026°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>202</b> <b>202</b>
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**RNAV (GPS) RWY 3**

MCRAE / TELFAIR-WHEELER (MQW)

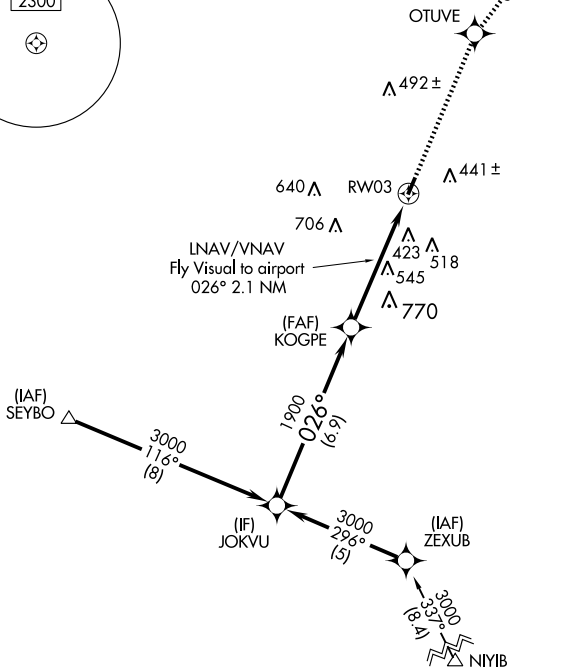
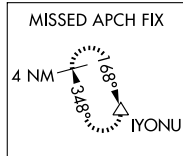
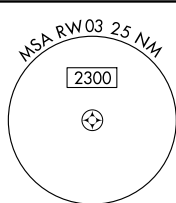
▼ Visibility reduction by helicopters NA. DME/DME RNP -0.3 NA.  
 ▲ NA Use Vaidalia altimeter setting; when not received, use Alma altimeter setting and increase all DA/MDA 20 feet.  
 Baro-VNAV NA. LNAV/VNAV NA when using Alma altimeter setting.

MISSED APPROACH: Climb to 3000  
 direct OTUVE and via 040° track to  
 IYONU and hold.

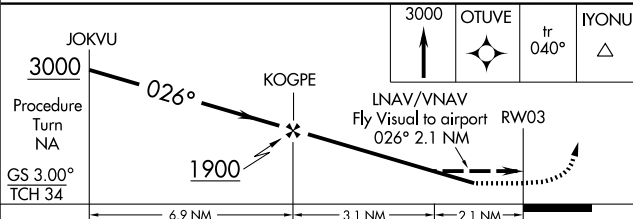
VIDALIA AWOS-3  
**119.925**

JACKSONVILLE CENTER  
**132.3 290.4**

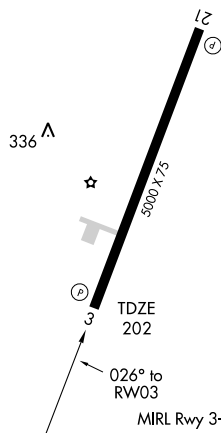
CTAF  
**122.9 0**



ELEV 202



CATEGORY	A	B	C	D
LPV DA	593-1½ 391 (400-1½)			
LNAV/VNAV DA	903-2 701 (800-2)			903-2¼ 701 (800-2¼)
LNAV MDA	1160-1¼ 958 (1000-1¼)	1160-1½ 958 (1000-1½)	1160-3 958 (1000-3)	
CIRCLING	1160-1¼ 958 (1000-1¼)	1160-1½ 958 (1000-1½)	1160-3 958 (1000-3)	



MIRL Rwy 3-21 0

APP CRS **206°**  
Rwy Idg **5000**  
TDZE **202**  
Apt Elev **203**

# RNAV (GPS) RWY 21

MCRAE/ TELFAIR-WHEELER (MQW)

**NA** DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. Use Vidalia altimeter setting; when not received, use Alma altimeter setting and increase all MDA 20 feet.

**MISSED APPROACH:** Climbing right turn to 3000 direct FINAN and hold.

VIDALIA AWOS-3  
**119.925**

JACKSONVILLE CENTER  
**132.3 290.4**

CTAF  
**122.9 0**

(IAF)  
DUBLIN  
DBN

Procedure NA for arrivals on DBN  
VORTAC airway radials 147 CW 170.



4 NM

(IF/IAF)  
FINAN

2000  
206°  
(6.2)

(FAF)  
OTUVE

492 ±

CENVA

3000  
055°  
(26.4)

640

706

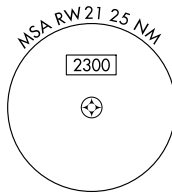
441 ±

Δ 441 ±

Δ 518

545

Δ 770



ELEV 203

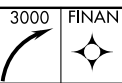
206° to  
RW21

TDZE  
202

336

☆

3



FINAN

4 NM  
Holding Pattern

OTUVE

RW21



2000

026°

206°

3000

5.3 NM

6.2 NM

CATEGORY	A	B	C	D
LNAB MDA	780-1 578 (600-1)	780-1½ 578 (600-1½)	780-1¾ 578 (600-1¾)	780-1¾ 578 (600-1¾)
CIRCLING	820-1 617 (700-1)	820-1¾ 617 (700-1¾)	820-1¾ 960-2½	820-1¾ 960-2½

MIRL Rwy 3-21 0

**METTER MUNI** (MHP) 2 S UTC-5(-4DT) N32°22.44' W82°04.89'

197 B FUEL 100LL NOTAM FILE MCN  
RWY 10-28: H5002X75 (ASPH) S-19 MIRL

RWY 10: PAPI(P2R)—GA 3.0° TCH 32'. Trees.

RWY 28: PAPI(P2L)—GA 3.35° TCH 29'. Pole.

**AIRPORT REMARKS:** Unattended. MIRL Rwy 10-28 preset low ints dusk-0500Z†, to increase inst—CTAF. After 0500Z†, ACTIVATE MIRL Rwy 10-28 and PAPI Rwy 10 and PAPI Rwy 28—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

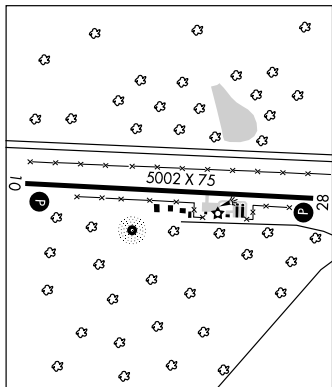
Ⓡ JAX CENTER APP/DEP CON 132.5

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCN.

**DUBLIN (L) VORTAC** 113.1 DBN Chan 78 N32°33.81'

W82°49.80' 111° 39.7 NM to fld. 300/05W. HIWAS.

**NDB(MHW)** 432 MHP N32°22.34' W82°05.04' at fld.  
SHUTDOWN.



**ATLANTA**  
H-9B, L-24H  
IAP

**MIDDLE GEORGIA RGNL** (See MACON)

## MILLEDGEVILLE

**BALDWIN CO** (MLJ) 4 N UTC-5(-4DT) N33°09.25' W83°14.48'

385 B FUEL 100LL, JET A NOTAM FILE MCN

RWY 10-28: H5509X99 (ASPH) S-21 MIRL 0.6% up W

RWY 10: MALSF. PAPI(P2L). Trees.

RWY 28: PAPI(P2L). Pole.

**AIRPORT REMARKS:** Attended 1300-2300Z†. MIRL Rwy 10-28 and PAPI Rwy 10 and Rwy 28 preset on med ints dusk-0300Z†, to incr ints and ACTIVATE after 0300Z†—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 120.925 (478)445-7718. Wind unreliable.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ ATLANTA APP/DEP CON 124.2 (blo 7000') 119.6 (7000' and abv)  
(1115-0500Z†)

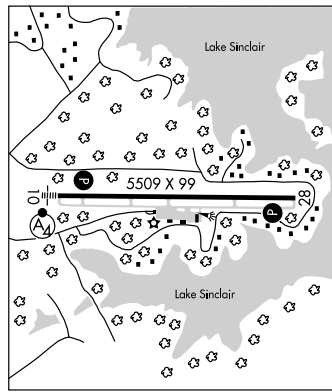
**ATLANTA CENTER APP/DEP CON** 123.95 (0500-1115Z†)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCN.

**MACON (H) VORTAC** 114.2 MCN Chan 89 N32°41.47'

W83°38.83' 035° 34.5 NM to fld. 381/01E.

**CULVER NDB (MHW)** 380 UMB N33°09.11' W83°09.58' 276°  
4.1 NM to fld.



**ATLANTA**  
H-9B, 12F, L-18J  
IAP



APP CRS  
**096°**Rwy Idg **5002**  
TDZE **197**  
Apt Elev **197****RNAV (GPS) RWY 10**  
METTER MUNI (MHP)

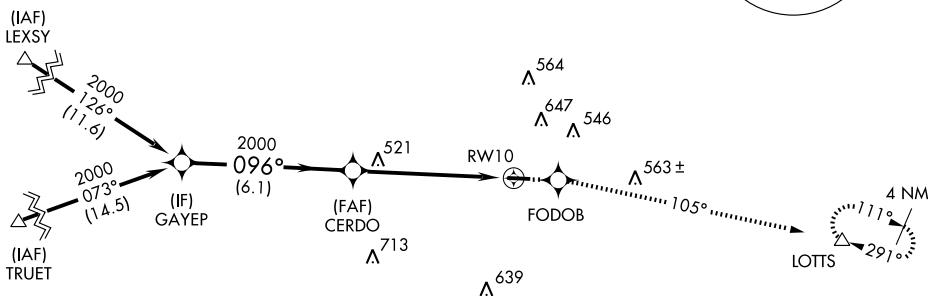
**▼** Use Claxton altimeter setting: when not received, use Vidalia altimeter setting and increase all MDAs 20 feet.  
**▲ NA** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

**MISSED APPROACH:** Climb to 3000 direct FODOB and via 105° track to LOTS and hold.

JACKSONVILLE CENTER  
**132.5 363.2**UNICOM  
**123.0 (CTAF) 0**

**▲ 788**

Procedure NA for arrivals at LEXSY via V154 Westbound.



ELEV 197

GAYEP

CERDO

3000

FODOB

105° TRK

LOTS

096° to RWY 10

Procedure Turn NA

2000

2000

3.04°  
TCH 32

RWY 10

6.1 NM

5.5 NM

5002 X 75

TDZE 197

28

MIRL Rwy 10-28 0

CATEGORY	A	B	C	D
LNAV MDA	820-1 623 (700-1)		820-1 3/4 623 (700-1 3/4)	NA
CIRCLING	820-1 623 (700-1)		820-1 3/4 623 (700-1 3/4)	NA

# RNAV (GPS) RWY 28

METTER MUNI (MHP)

APP CRS  
**276°**

Rwy Idg **5002**  
TDZE **197**  
Apt Elev **197**

▼  
▲ NA

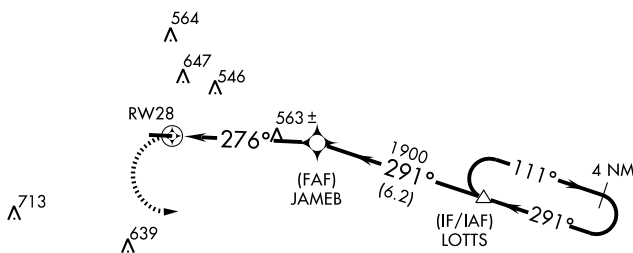
Use Claxton altimeter setting: when not received, use Vidalia altimeter setting and increase all MDAs 20 feet, and LNAV and Circling Cat. C visibility ¼ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 3000 direct LOTS and hold.

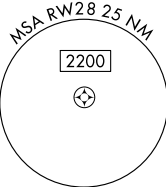
JACKSONVILLE CENTER  
**132.5 363.2**

UNICOM  
**123.0 (CTAF) 0**

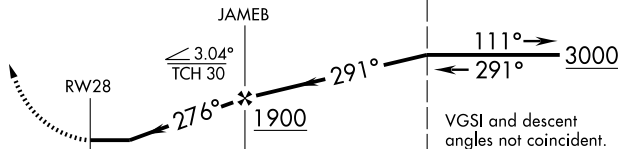
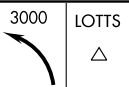
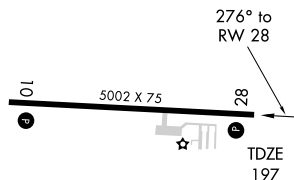
▲ 767



NoPT for arrival at LOTS via V154 Westbound.



ELEV 197



CATEGORY	A	B	C	D
LNAV MDA	860-1	663 (700-1)	860-1 3/4 663 (700-1 3/4)	NA
CIRCLING	860-1	663 (700-1)	860-1 3/4 663 (700-1 3/4)	NA

MIRL Rwy 10-28 0

**METTER MUNI** (MHP) 2 S UTC-5(-4DT) N32°22.44' W82°04.89'

197 B FUEL 100LL NOTAM FILE MCN  
RWY 10-28: H5002X75 (ASPH) S-19 MIRL

RWY 10: PAPI(P2R)—GA 3.0° TCH 32'. Trees.

RWY 28: PAPI(P2L)—GA 3.35° TCH 29'. Pole.

**AIRPORT REMARKS:** Unattended. MIRL Rwy 10-28 preset low ints dusk-0500Z†, to increase inst—CTAF. After 0500Z†, ACTIVATE MIRL Rwy 10-28 and PAPI Rwy 10 and PAPI Rwy 28—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

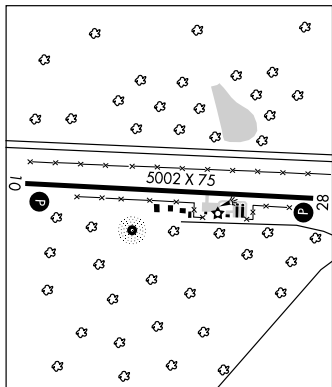
Ⓡ JAX CENTER APP/DEP CON 132.5

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCN.

**DUBLIN (L) VORTAC** 113.1 DBN Chan 78 N32°33.81'

W82°49.80' 111° 39.7 NM to fld. 300/05W. HIWAS.

**NDB(MHW)** 432 MHP N32°22.34' W82°05.04' at fld.  
SHUTDOWN.



**ATLANTA**  
H-9B, L-24H  
IAP

**MIDDLE GEORGIA RGNL** (See MACON)

## MILLEDGEVILLE

**BALDWIN CO** (MLJ) 4 N UTC-5(-4DT) N33°09.25' W83°14.48'

385 B FUEL 100LL, JET A NOTAM FILE MCN

RWY 10-28: H5509X99 (ASPH) S-21 MIRL 0.6% up W

RWY 10: MALSF. PAPI(P2L). Trees.

RWY 28: PAPI(P2L). Pole.

**AIRPORT REMARKS:** Attended 1300-2300Z†. MIRL Rwy 10-28 and PAPI Rwy 10 and Rwy 28 preset on med ints dusk-0300Z†, to incr ints and ACTIVATE after 0300Z†—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 120.925 (478)445-7718. Wind unreliable.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ ATLANTA APP/DEP CON 124.2 (blo 7000') 119.6 (7000' and abv)  
(1115-0500Z†)

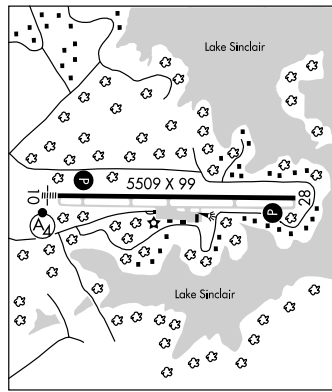
**ATLANTA CENTER APP/DEP CON** 123.95 (0500-1115Z†)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCN.

**MACON (H) VORTAC** 114.2 MCN Chan 89 N32°41.47'

W83°38.83' 035° 34.5 NM to fld. 381/01E.

**CULVER NDB (MHW)** 380 UMB N33°09.11' W83°09.58' 276°  
4.1 NM to fld.



**ATLANTA**  
H-9B, 12F, L-18J  
IAP

NDB UMB <b>380</b>	APP CRS <b>276°</b>	Rwy Idg TDZE Apt Elev	<b>5509</b> <b>379</b> <b>385</b>
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**NDB RWY 28**

MILLEDGEVILLE/BALDWIN COUNTY (MLJ)

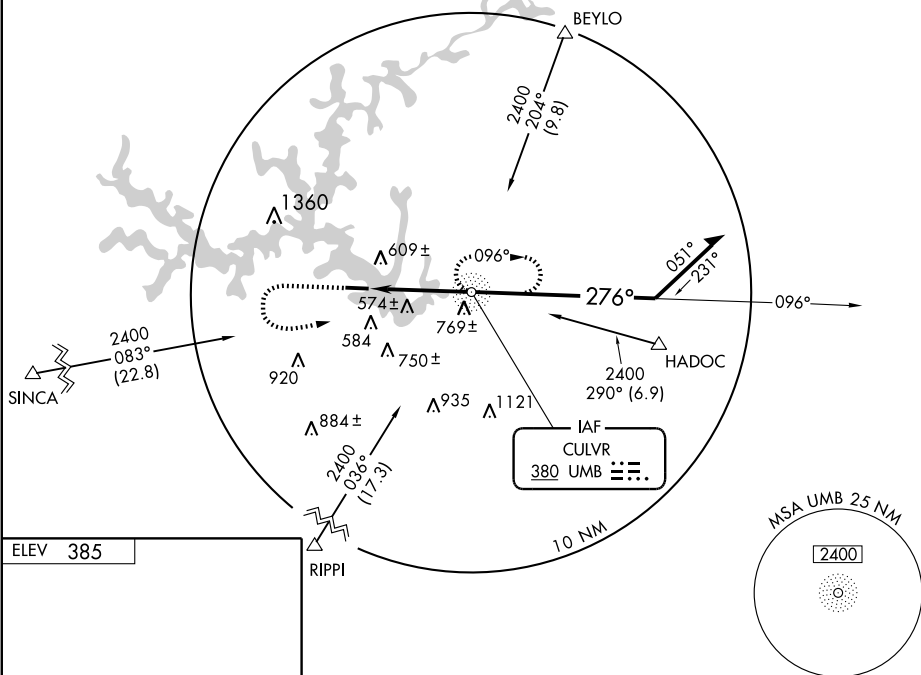
**V** Visibility reduction by helicopters NA.  
**NA** When local altimeter setting not received, use Middle Georgia Rgnl altimeter setting and increase all MDA 100 feet.

**MISSED APPROACH:** Climb to 1400 then climbing left turn to 2400 direct UMB NDB and hold.

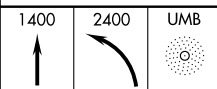
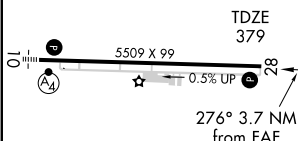
AWOS-3  
**120.925**

ATLANTA APP CON \*  
**124.2 279.6**

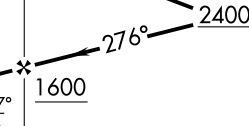
UNICOM  
**122.8 (CTAF)**



ELEV 385



NDB 096°  
Remain within 10 NM



MIRL Rwy 10-28

FAF to MAP 3.7 NM

Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

CATEGORY	A	B	C	D
S-28	960-1	581 (600-1)	NA	
CIRCLING	960-1	575 (600-1)	NA	

APP CRS	Rwy Idg	<b>5509</b>
<b>096°</b>	TDZE	<b>385</b>
	Apt Elev	<b>385</b>

# RNAV (GPS) RWY 10

MILLEDGEVILLE/ BALDWIN COUNTY (MLJ)

**INOPERATIVE** Inoperative table does not apply. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Middle Georgia Rgnl altimeter setting and increase all MDA 100 feet.

MALSF

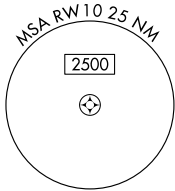
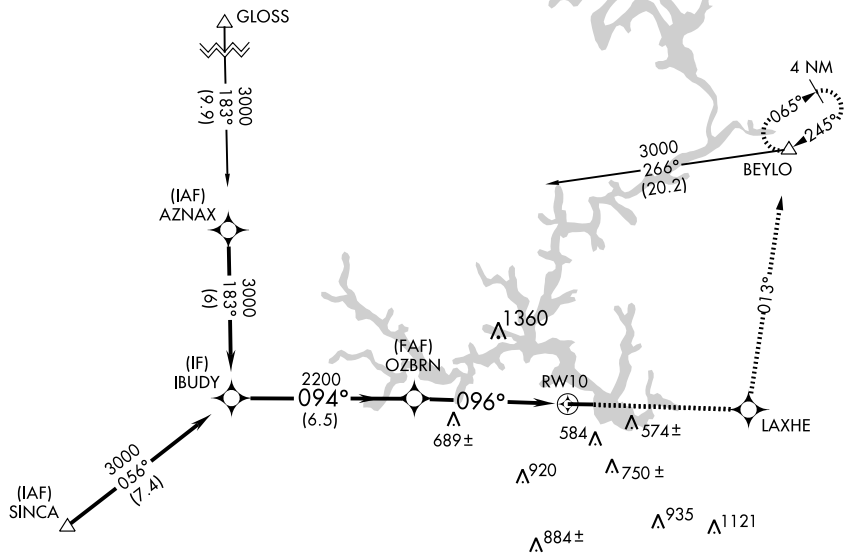


**MISSED APPROACH:** Climb to 3000 direct LAXHE and on track 013° to BEYLO and hold.

AWOS-3  
**120.925**

ATLANTA APP CON ★  
**124.2 279.6**

UNICOM  
**122.8 (CTAF) 0**



Procedure  
Turn  
NA

IBUDY  
**3000**

3000

LAXHE

tr

013°

BEYLO

OZBRN

3.04°

TCH 45

2200

096°

RW10

6.5 NM

5.5 NM

VGSI and descent  
angles not coincident.

CATEGORY	A	B	C	D
RNAV MDA	940-1	555 (600-1)	NA	NA
CIRCLING	940-1	555 (600-1)	NA	NA

ELEV 385

TDZE

385

5509 X 99

096° to

RWY10

0.5% UP

28

MIRL Rwy 10-28 0

WAAS CH <b>82318</b> <b>W28A</b>	APP CRS <b>276°</b>	Rwy Idg TDZE Apt Elev	<b>5509</b> <b>379</b> <b>385</b>
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# RNAV (GPS) RWY 28

MILLEDGEVILLE/ BALDWIN COUNTY (MLJ)

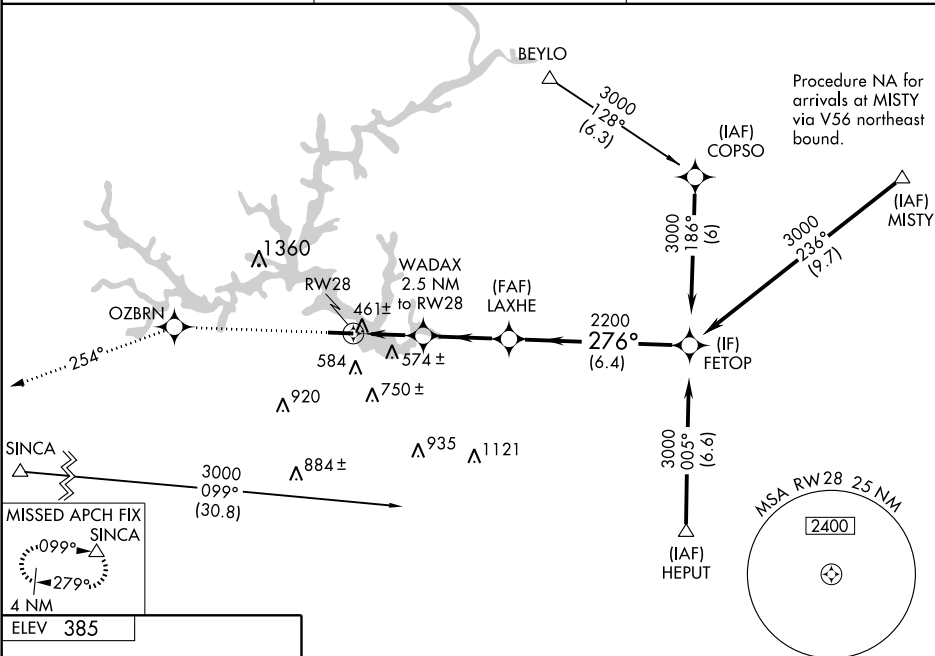
**▼** Baro-VNAV NA when using Middle Georgia Rgnl altimeter setting. For uncompensated  
**▲** Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME  
 RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received,  
 use Middle Georgia Rgnl altimeter setting and increase all DA 84 feet, and all MDA 100 feet,  
 increase LPV and LNAV/VNAV all Cats visibility ¼ mile.

**MISSED APPROACH:**  
 Climb to 3000 direct  
 OZBRN and on track  
 254° to SINCA  
 and hold.

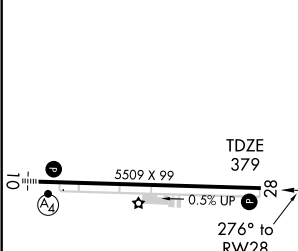
AWOS-3  
**120.925**

ATLANTA APP CON \*  
**124.2 279.6**

UNICOM  
**122.8 (CTAF) 0**



**MISSED APCH FIX**  
 SINCA  
 099°  
 279°  
 4 NM  
 ELEV 385



3000	OZBRN	tr 254°	SINCA	Procedure Turn NA
*LNAV Only				
	WADAX 2.5 NM to RW28	LAXHE 2200	276°	3000
	RW28	2200		GS 3.00° TCH 44
	2.5 NM	3.1 NM	6.4 NM	
CATEGORY	A	B	C	D
LPV DA	654-1	275 (300-1)	NA	NA
LNAV/VNAV DA	997-2¼	618 (700-2¼)	NA	NA
LNAV MDA	800-1	421 (500-1)	NA	NA
CIRCLING	920-1 535 (600-1)	940-1 555 (600-1)	NA	NA

MIRL Rwy 10-28 0

**MILLEN** (2J5) 5 N UTC-5(-4DT) N32°53.61' W81°57.92'

237 B NOTAM FILE MCN

Rwy 17-35: H4000X75 (ASP) S-16.5 MIRL 0.4% up N

Rwy 17: PAPI(P2L)—GA 3.45° TCH 46'. Trees. Rgt tfc.

Rwy 35: PAPI(P2L)—GA 3.45° TCH 46'. Trees.

**AIRPORT REMARKS:** Unattended. Deer on and invov arpt. MIRL Rwy 17-35 ops dusk-0300Z†, after 0300Z† ACTIVATE—CTAF.

**COMMUNICATIONS:** CTAF 122.9

Ⓡ AUGUSTA APP/DEP CON 126.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AND.

**COLLIERS (H) VORTAC** 113.9 IRQ Chan 86 N33°42.44'

W82°09.72' 172° 49.7 NM to fld. 428/04W.

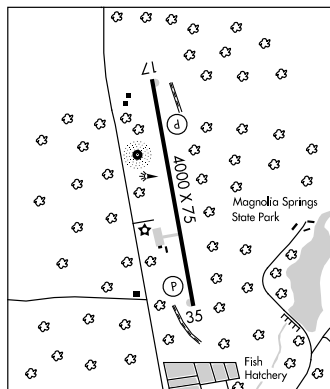
**NDB(MHW)** 205 LNH N32°53.68' W81°58.02' at fld.

NOTAM FILE MCN.

CHARLOTTE

L-241

IAP



**MONROE-WALTON CO** (D73) 1 SE UTC-5(-4DT) N33°46.95' W83°41.57'

875 B S4 FUEL 100LL, JET A NOTAM FILE MCN

Rwy 03-21: H5000X75 (ASP) S-14.5, D-18 MIRL 1.0% up SW

Rwy 03: PAPI (P2L)—GA 3.25° TCH 55'. Trees.

Rwy 21: PAPI (P2L)—GA 2.75° TCH 42'. Trees.

**AIRPORT REMARKS:** Attended 1300-2200Z†. Parachute Jumping. Be advised—glider ops within 10 NM radius sfc-5000 ft. Deer on or about arpt. MIRL Rwy 03-21 preset on low ints from dusk-0300Z† to increase ints and ACTIVATE after 0300Z†—CTAF. PAPI Rwy 03 and 21 opr dusk-0300Z† after 0300Z† ACTIVATE—CTAF.

**WEATHER DATA SOURCES:** AWOS-A 392 JNM.

**COMMUNICATIONS:** CTAF 122.9

Ⓡ ATLANTA APP/DEP CON 126.975

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AHN.

**ATHENS (H) VORTAC** 109.6 AHN Chan 33 N33°56.86'

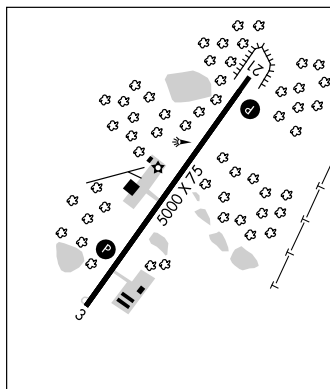
W83°19.49' 242° 20.9 NM to fld. 790/00E. HIWAS.

**NDB (MHW)** 392 JNM N33°44.26' W83°43.61' 035° 3.2 NM to fld. AWOS-A. NOTAM FILE MCN.

ATLANTA

H-9B, 12F, L-18J

IAP



**MONTEZUMA** N32°22.04' W84°00.45' NOTAM FILE MCN.

**NDB (MHW)** 426 IZS 184° 3.9 NM to Dr. C P Savage Sr. NDB unmonitored 0400-1200Z†.

ATLANTA

L-18J

NDB LNH	APP CRS	Rwy Idg	<b>4000</b>
<b><u>205</u></b>	<b>177°</b>	TDZE	<b>237</b>
		Apt Elev	<b>237</b>

NDB RWY 17  
MILLEN (2J5)

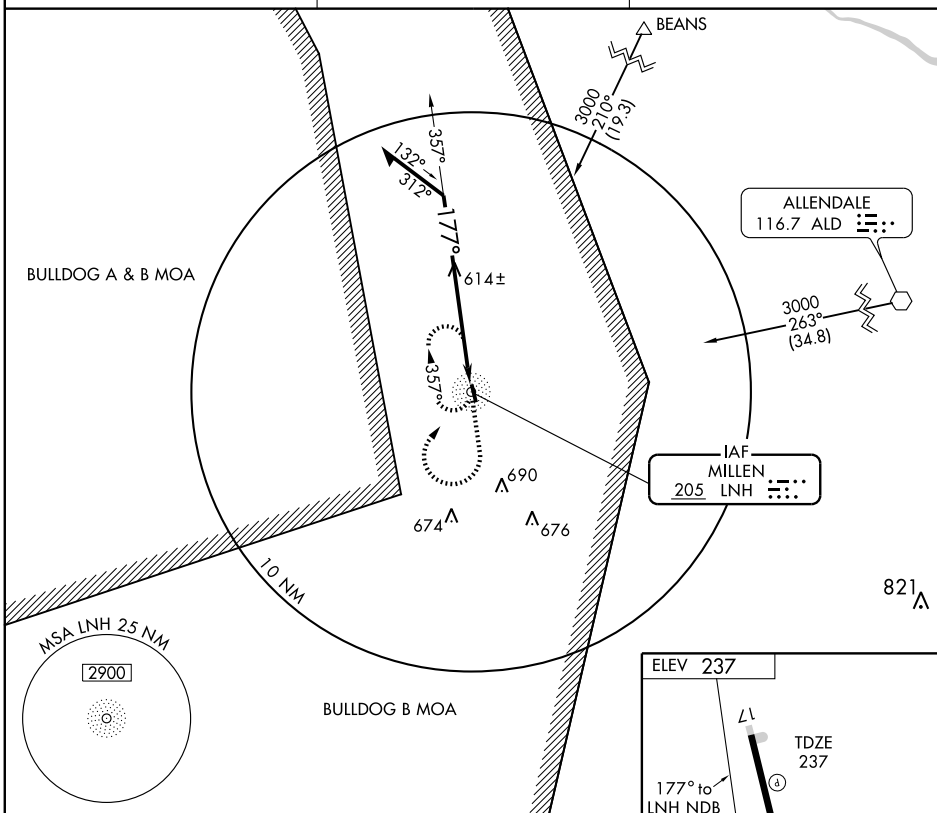
**T** Use Augusta Rgnl at Bush Field altimeter setting.  
**A** NA Circling NA E of Rwy17-35.

**MISSED APPROACH:** Climb to 1500 then climbing right turn to 3000 direct LNH NDB and hold.

AUGUSTA ASOS  
**132.75**

AUGUSTA APP CON  
126.8 270.3

CTAF  
**122.9** 



Remain  
within 10 NM

2500

NDB

1500

3000

LNH

ELEV 237

TDZE  
237

177° to ↗  
LNH NDB

4% UP  
(P)

35

CATEGORY	A	B	C	D
S-17	1100-1 863 (900-1)	1100-1¼ 863 (900-1¼)	1100-2½ 863 (900-2½)	1100-2¾ 863 (900-2¾)
CIRCLING	1100-1 863 (900-1)	1100-1¼ 863 (900-1¼)	1100-2½ 863 (900-2½)	1100-2¾ 863 (900-2¾)

MIRL Rwy 17-35 **L**

MILLEN, GEORGIA  
Orig-A 10210

32° 54' N-81° 58' W

MILLEN (2J5)  
NDB RWY 17

SE-4. 26 AUG 2010 to 23 SEP 2010



WAAS CH <b>49218</b> <b>W17A</b>	APP CRS <b>173°</b>	Rwy Idg TDZE Apt Elev	<b>4000</b> <b>237</b> <b>237</b>
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# RNAV (GPS) RWY 17

MILLEN (2J5)

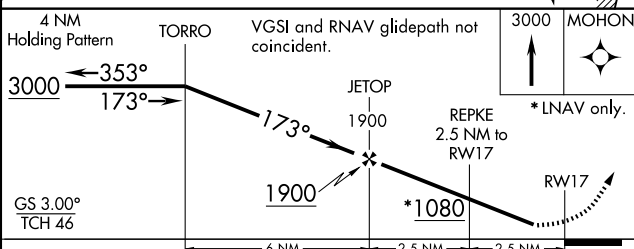
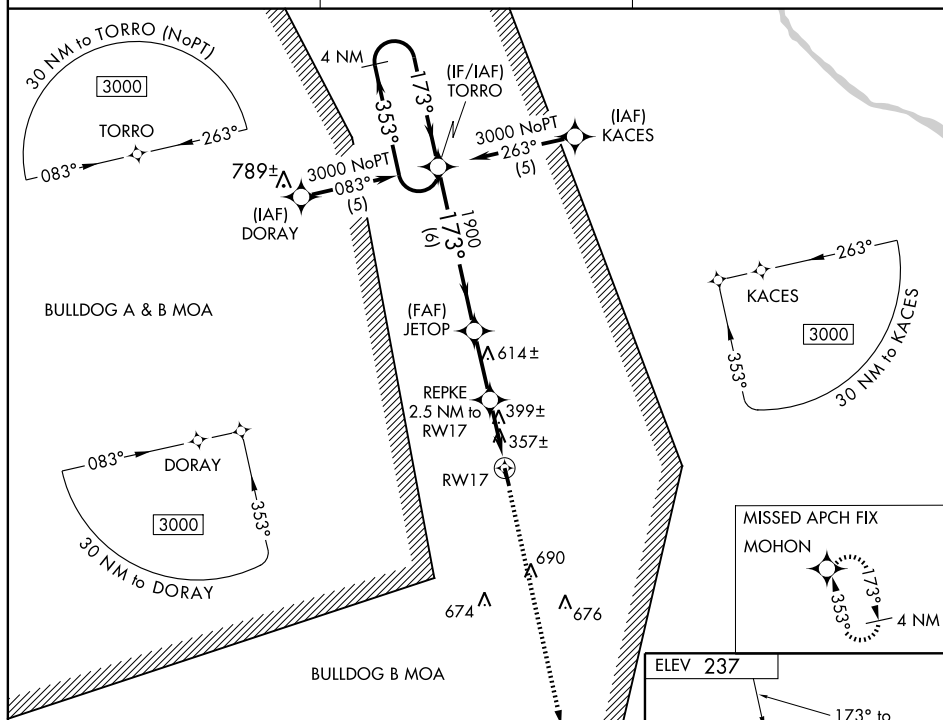
**V** Circling NA East of Rwy 17-35. Baro-VNAV NA. DME/DME RNP-0.3 NA.  
**NA** Visibility reduction by helicopters NA. Use Augusta Rgnl at Bush Field  
 altimeter setting, when not received, use Plantation Airport altimeter setting.

MISSED APPROACH: Climb to  
3000 direct MOHON and hold.

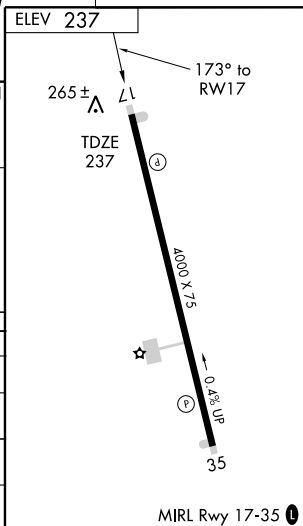
AUGUSTA ASOS  
**132.75**

AUGUSTA APP CON  
**126.8 270.3**

CTAF  
**122.90**



CATEGORY	A	B	C	D
LPV DA	566-1 $\frac{1}{4}$	329 (400-1 $\frac{1}{4}$ )		
LNNAV/VNAV DA	738-1 $\frac{3}{4}$	501 (600-1 $\frac{3}{4}$ )		
LNNAV MDA	740-1 503 (600-1)	740-1 $\frac{1}{2}$ 503 (600-1 $\frac{1}{2}$ )		
CIRCLING	760-1 523 (600-1)	760-1 $\frac{1}{2}$ 523 (600-1 $\frac{1}{2}$ )	800-2 563 (600-2)	





**MILLEN** (2J5) 5 N UTC-5(-4DT) N32°53.61' W81°57.92'

237 B NOTAM FILE MCN

RWY 17-35: H4000X75 (ASP) S-16.5 MIRL 0.4% up N

RWY 17: PAPI(P2L)—GA 3.45° TCH 46'. Trees. Rgt tfc.

RWY 35: PAPI(P2L)—GA 3.45° TCH 46'. Trees.

**AIRPORT REMARKS:** Unattended. Deer on and invof arpt. MIRL Rwy 17-35 ops dusk-0300Z†, after 0300Z† ACTIVATE—CTAF.

**COMMUNICATIONS:** CTAF 122.9

Ⓡ AUGUSTA APP/DEP CON 126.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AND.

**COLLIERS (H) VORTAC** 113.9 IRQ Chan 86 N33°42.44'

W82°09.72' 172° 49.7 NM to fld. 428/04W.

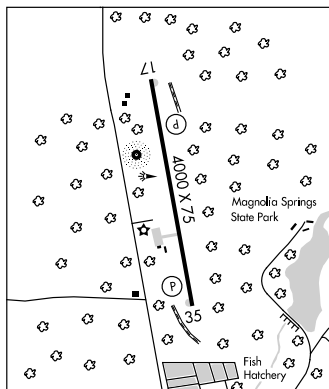
**NDB(MHW)** 205 LNH N32°53.68' W81°58.02' at fld.

NOTAM FILE MCN.

CHARLOTTE

L-241

IAP



**MONROE-WALTON CO** (D73) 1 SE UTC-5(-4DT) N33°46.95' W83°41.57'

875 B S4 FUEL 100LL, JET A NOTAM FILE MCN

RWY 03-21: H5000X75 (ASP) S-14.5, D-18 MIRL 1.0% up SW

RWY 03: PAPI (P2L)—GA 3.25° TCH 55'. Trees.

RWY 21: PAPI (P2L)—GA 2.75° TCH 42'. Trees.

**AIRPORT REMARKS:** Attended 1300-2200Z†. Parachute Jumping. Be advised—glider ops within 10 NM radius sfc-5000 ft. Deer on or about arpt. MIRL Rwy 03-21 preset on low ints from dusk-0300Z† to increase ints and ACTIVATE after 0300Z†—CTAF. PAPI Rwy 03 and 21 opr dusk-0300Z† after 0300Z† ACTIVATE—CTAF.

**WEATHER DATA SOURCES:** AWOS-A 392 JNM.

**COMMUNICATIONS:** CTAF 122.9

Ⓡ ATLANTA APP/DEP CON 126.975

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AHN.

**ATHENS (H) VORTAC** 109.6 AHN Chan 33 N33°56.86'

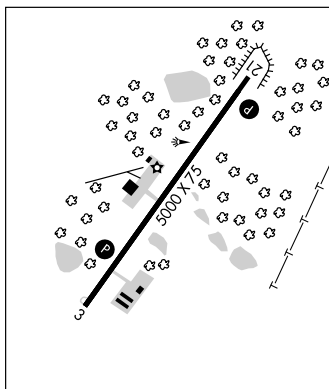
W83°19.49' 242° 20.9 NM to fld. 790/00E. HIWAS.

**NDB (MHW)** 392 JNM N33°44.26' W83°43.61' 035° 3.2 NM to fld. AWOS-A. NOTAM FILE MCN.

ATLANTA

H-9B, 12F, L-18J

IAP



**MONTEZUMA** N32°22.04' W84°00.45' NOTAM FILE MCN.

**NDB (MHW)** 426 IZS 184° 3.9 NM to Dr. C P Savage Sr. NDB unmonitored 0400-1200Z†.

ATLANTA

L-18J

NDB JNM <b>392</b>	APP CRS <b>036°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>875</b>
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**NDB-A**

MONROE-WALTON COUNTY (D73)

**V** When local altimeter setting not received, use Athens altimeter setting and increase all MDA 60 feet and Cat C visibility ¼ mile.

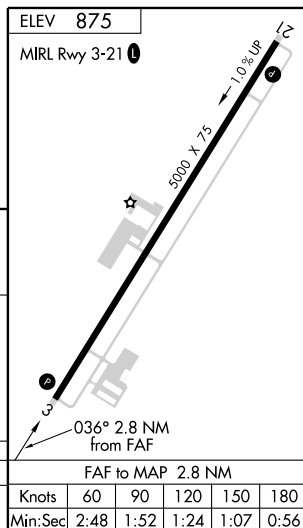
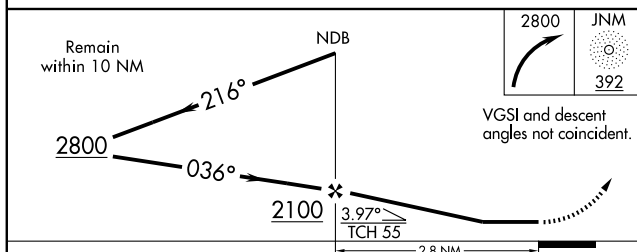
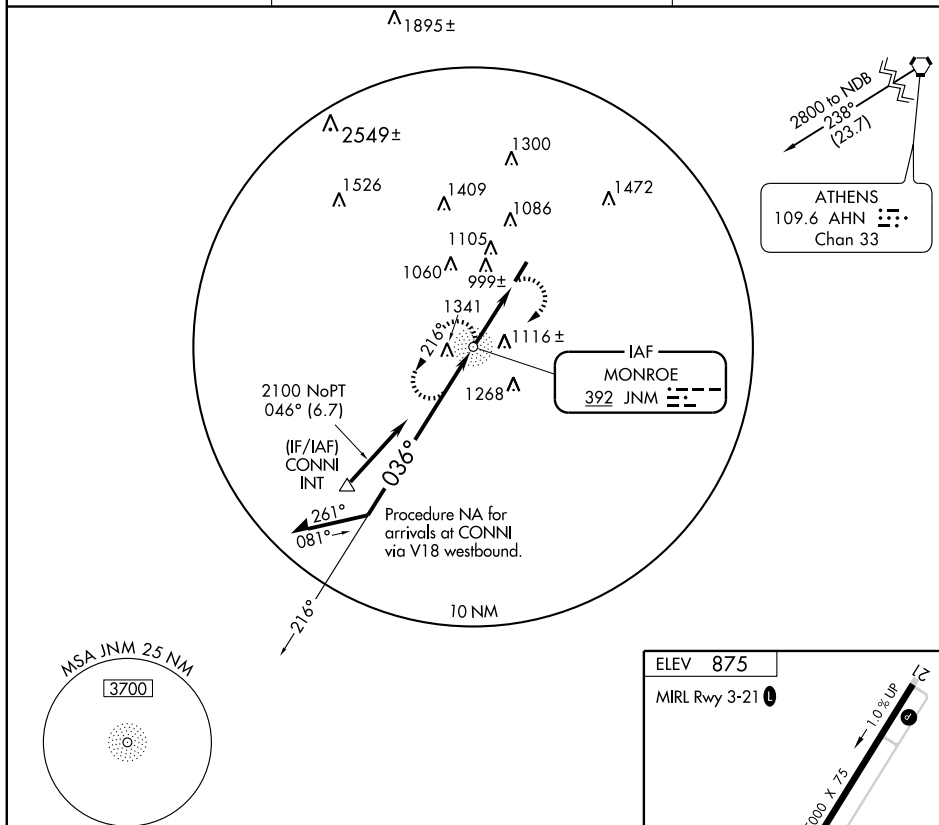
**Δ** NA

**MISSED APPROACH:** Climbing right turn to 2800 direct JNM NDB and hold, continue climb-in-hold to 2800.

AWOS-A  
**392**

ATLANTA APP CON  
**126.975 239.275**

CTAF  
**122.9 0**

**NDB-A**

APP CRS **035°**  
Rwy ldg TDZE **5000**  
Apt Elev **875**

# RNAV (GPS) RWY 3

MONROE-WALTON COUNTY (D73)

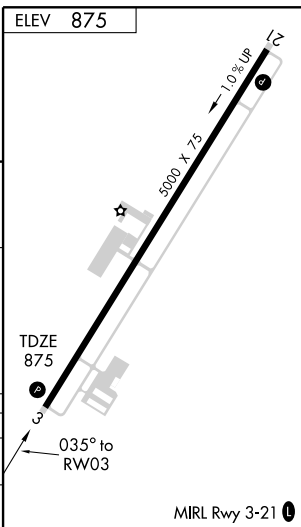
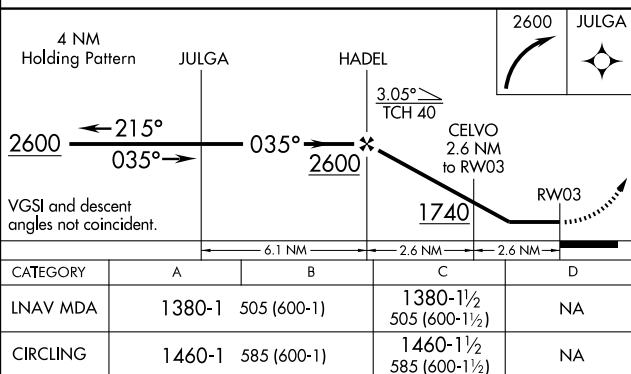
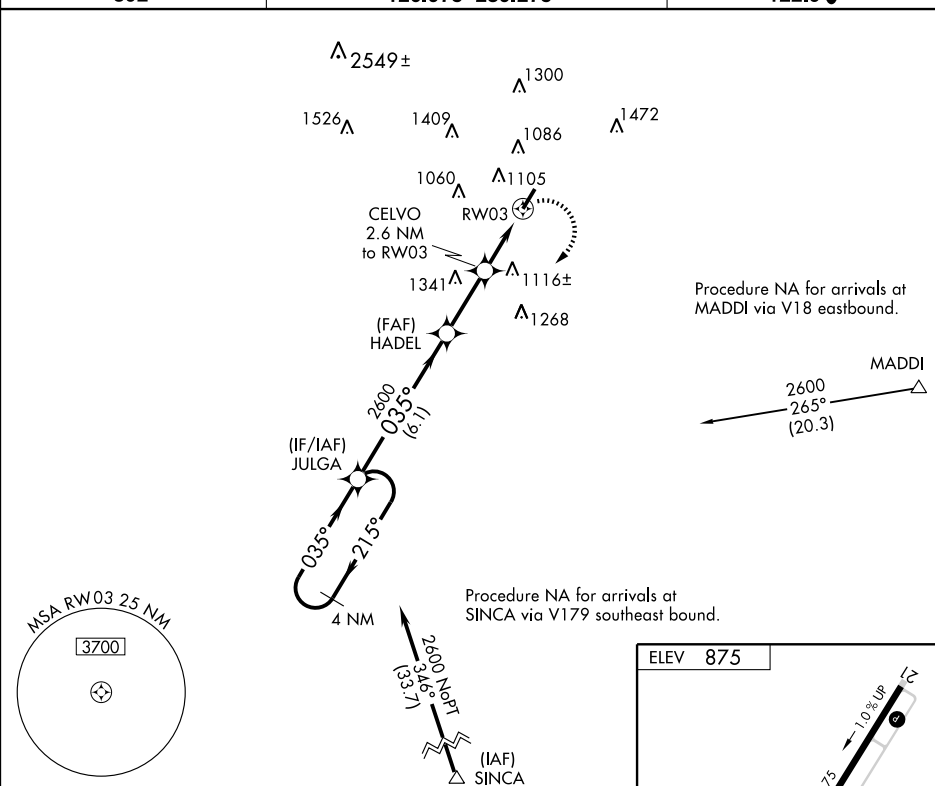
**▼** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Athens altimeter setting and increase all MDA 60 feet and increase Circling Cat C visibility  $\frac{1}{4}$  mile.

**MISSED APPROACH:** Climbing right turn to 2600 direct JULGA and hold.

AWOS-A  
**392**

ATLANTA APP CON  
**126.975 239.275**

CTAF  
**122.9 0**



## MONTEZUMA

**DR. CP SAVAGE SR.** (53A) 1 E UTC-5(-4DT) N32°18.12' W84°00.45'

ATLANTA

L-18J

337 B NOTAM FILE MCN

**RWY 18-36:** H4220X75 (ASPH) S-30 MIRL

**RWY 18:** PAPI(P2L)—GA 3.0° TCH 31'. Trees.

**RWY 36:** PAPI(P2L)—GA 3.0° TCH 33'. Tree.

**AIRPORT REMARKS:** Unattended. ACTIVATE MIRL Rwy 18-36 and PAPI Rwy 18 and Rwy 36—CTAF.

**COMMUNICATIONS:** CTAF 122.9

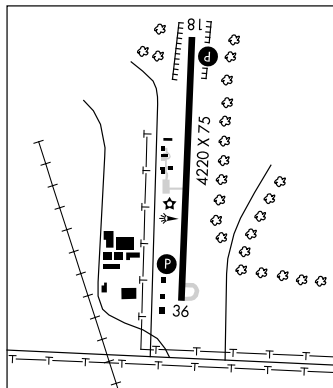
Ⓡ **ATLANTA APP/DEP CON** 124.2 (blo 7000') 119.6 (7000' and abv)  
(1115-0500Z‡)

**ATLANTA CENTER APP/DEP CON** 134.5 (0500-1115Z‡)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCN.

**VIENNA (L) VORTAC** 116.5 VNA Chan 112 N32°12.81'  
W83°29.84' 281°26.5 NM to fld. 300/01E.

**MONTEZUMA NDB (MHW)** 426 IZS N32°22.04' W84°00.45'  
184° 3.9 NM to fld. NDB unmonitored 0400-1200Z‡.



NDB IZS	APP CRS	Rwy Idg	<b>4220</b>
<b><u>426</u></b>	<b>184°</b>	TDZE	<b>337</b>
		Apt Elev	<b>337</b>

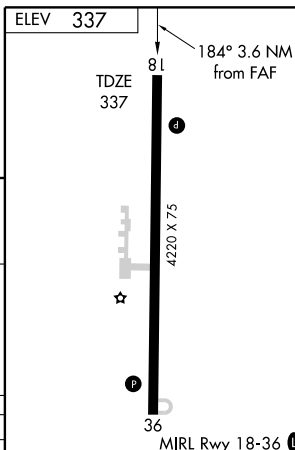
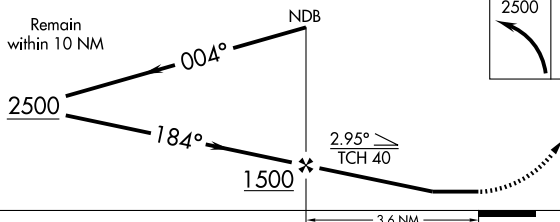
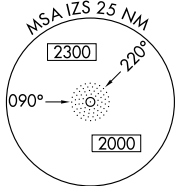
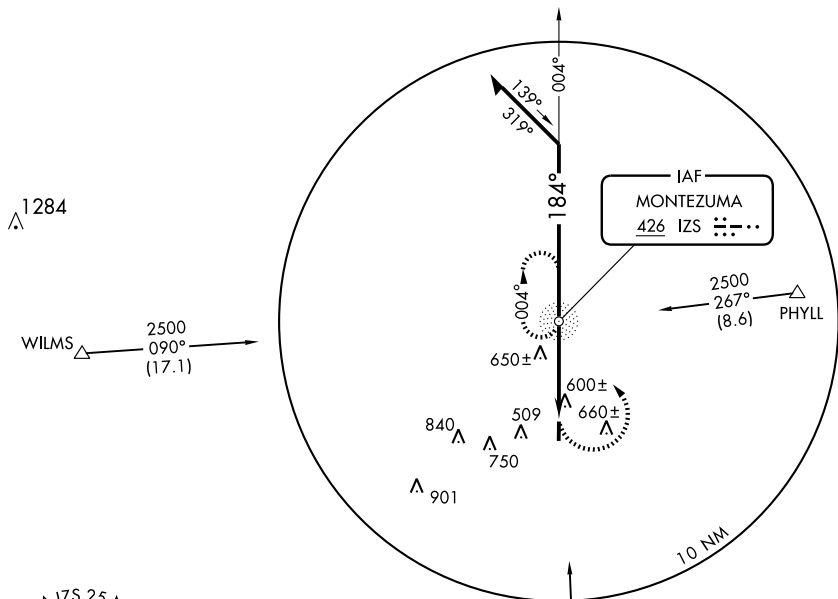
NDB RWY 18

MONTEZUMA/ DR. C. P. SAVAGE SR. (53A)

**T**  
**A**<sub>NA</sub> Use Americus altimeter setting; if not received use Macon altimeter setting and increase all MDAs 20 feet.

**MISSED APPROACH:** Climbing left turn to 2500 direct IZS NDB and hold.

ATLANTA APP CON ★  
124.2 279.6

CTAF  
122.9 **L**

CATEGORY	A	B	C	D
S-18	1020-1	683 (700-1)	1020-2 683 (700-1)	NA
CIRCLING	1020-1	683 (700-1)	1020-2 683 (700-1)	NA

FAF to MAP 3.6 NM					
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

APP CRS **185°**  
Rwy ldg **4220**  
TDZE **337**  
Apt Elev **337**

**RNAV (GPS) RWY 18**

MONTEZUMA/ DR. C. P. SAVAGE SR. (53A)

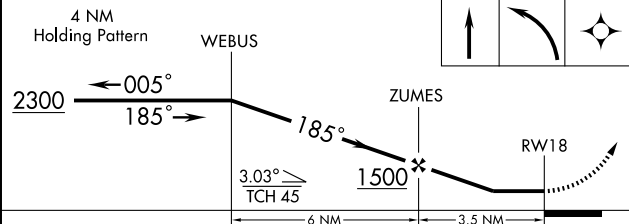
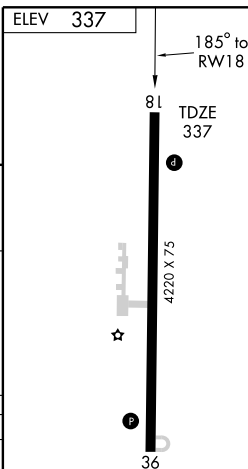
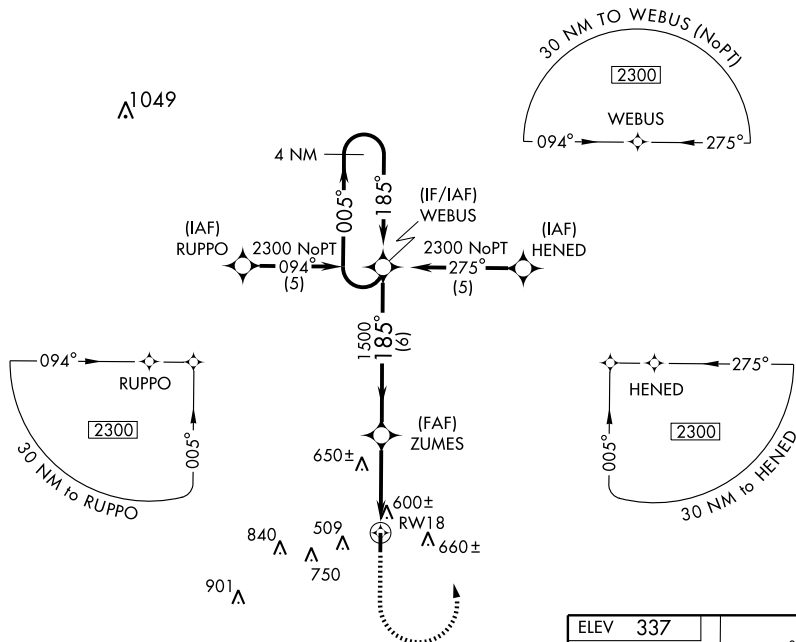
**T** GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.  
**A** NA Use Americus altimeter setting; if not received use  
Macon altimeter setting and increase all MDAs 20 feet.

**MISSED APPROACH:** Climb to 1500 then climbing  
left turn to 2300 direct WEBUS WP and hold.

ATLANTA APP CON★

**124.2 279.6**

CTAF

**122.9**

CATEGORY	A	B	C	D
LNAV MDA	960-1	623 (700-1)	960-1 <sup>3</sup> / <sub>4</sub> 623 (700-1 <sup>3</sup> / <sub>4</sub> )	NA
CIRCLING	1020-1	683 (700-1)	1020-2 683 (700-1)	NA





## MOULTRIE

**MOULTRIE MUNI** (MGR) 6 S UTC-5(-4DT) N31°05.10' W83°48.20'

294 B S4 FUEL 100LL, JET A+ OX 3 NOTAM FILE MCN

RWY 04-22: H5129X100 (ASPH) S-30, D-49, 2D-98 MIRL 0.5% up NE

RWY 04: PAPI(P2L)—GA 3.0° TCH 45'. Trees.

RWY 22: PAPI(P2L)—GA 3.0° TCH 42'. Trees.

RWY 16-34: H3878X75 (ASPH) S-12.5 0.5% up N

RWY 16: Thld dsplcd 260'. Trees. RWY 34: Trees.

**AIRPORT REMARKS:** Attended 1300Z±—dusk. Twy lgts Rwy 04-22 only.

Rwy 04-22 has 25' shoulders each side of rwy. MIRL Rwy 04-22 preset on low ints dusk-0300Z±; to increase ints and ACTIVATE after 0300Z±—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.925 (229) 890-5320.

**COMMUNICATIONS:** CTAF 122.8 UNICOM 122.8

RCO 122.1R 108.8T (MACON RADIO)

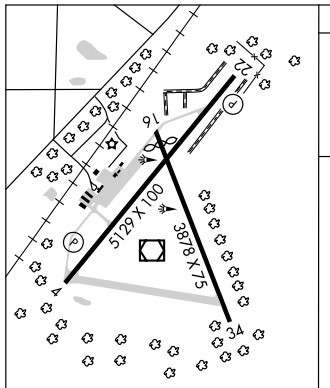
Ⓡ **VALDOSTA APP/DEP CON** 119.525 (8,000' and abv) 126.6 (blo 8,000')  
(Opr Mon-Thu 1200-0700Z±, Fri 1200-0300Z±, Sat, Sun and hol 1400-2200Z±)

Ⓡ **JACKSONVILLE CENTER APP/DEP CON** 132.3 (Mon-Thu 0700-1200Z±, Fri 0300-1200Z±, Sat, Sun and hol 2200-1400Z±)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCN.

(L) **VOR/DME** 108.8 MGR Chan 25 N31°04.94' W83°48.25'  
at fld. 290/02W.

VOR portion unusable 151°-226° blo 5000'; 280°-355°.



JACKSONVILLE

H-9B, L-22J

IAP

**SPENCE** (MUL) 4 SE UTC-5(-4DT) N31°08.26' W83°42.24'

292 S4 NOTAM FILE MCN

RWY 14-32: H4500X75 (CONC) S-65, D-90

**AIRPORT REMARKS:** Unattended. Rwy condition poor. Farm and construction equipment crossing rwy. Extensive military traffic, 200 knots, sfc to 3500 ft within 5 NM. To avoid potential traffic conflict with MOODY AFB T-6A acft and receive advisories, all acft are requested to announce their arrival or departure intentions on UNICOM 123.0.

Acft manufacturer located on aprt: acft testing and demonstration with ldgs and departure from apron. Parking apron has loose gravel throughout.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCN.

**MOULTRIE (L) VOR/DME** 108.8 MGR Chan 25 N31°04.94' W83°48.25' 059° 6.1 NM to fld. 290/02W.

JACKSONVILLE

L-22J

## NAHUNTA

**BRANTLEY CO** (4J1) 4 E UTC-5(-4DT) N31°12.45' W81°54.35'

83 NOTAM FILE MCN

RWY 01-19: H3000X50 (ASPH) S-14

RWY 19: Trees.

**AIRPORT REMARKS:** Unattended. Rwy 01-19 pavement severely oxidized and cracked.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE SSI.

**BRUNSWICK (L) VORTAC** 109.8 SSI Chan 35 N31°03.03' W81°26.76' 296°25.5 NM to fld. 10/04W.

JACKSONVILLE

L-24H

NDB GTP <b>245</b>	APP CRS <b>009°</b>	Rwy Idg TDZE Apt Elev	N/A N/A <b>294</b>
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**NDB-A**  
MOULTRIE MUNI (MGR)

⚠ When local altimeter setting not recieved, use Valdosta altimeter setting and increase all MDA 100 feet, increase Cat C visibility ½ mile, and increase Cat D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2400 direct GTP NDB and hold.

AWOS-3  
**118.925**

VALDOSTA APP CON ★  
**126.6 285.6**

UNICOM  
**122.8 (CTAF) 0**

△ 1549

722 △

△ 549

HARKE △

2400  
127°  
(12.4)

IAF  
PATTEN  
**245** GTP

430± △

186°

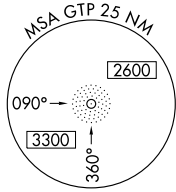
009°

144°

324°

189°

10 NM



Remain  
within 10 NM

NDB

2400

189°

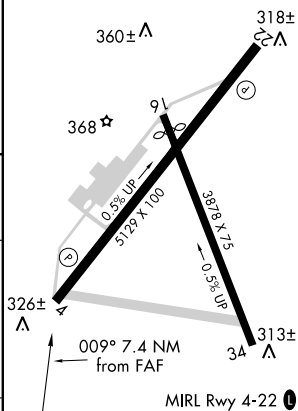
009°

2000

7.4 NM



ELEV 294



CATEGORY	A	B	C	D
CIRCLING	880-1 586 (600-1)		880-1½ 586 (600-1½)	880-2 586 (600-2)

FAF to MAP 7.4 NM					
Knots	60	90	120	150	180
Min:Sec	7:24	4:56	3:42	2:58	2:28

WAAS CH <b>82603</b> <b>W04A</b>	APP CRS <b>041°</b>	Rwy Idg TDZE <b>5129</b> Apt Elev <b>289</b>
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## RNAV (GPS) RWY 4

MOULTRIE MUNI (MGR)

**▼** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). If local altimeter setting not received, use Valdosta altimeter setting and increase all DAs 88 feet, and all MDAs 100 feet. Baro-VNAV and VDP NA when using Valdosta altimeter setting. DME/DME RNP-0.3 NA.

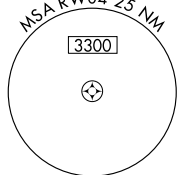
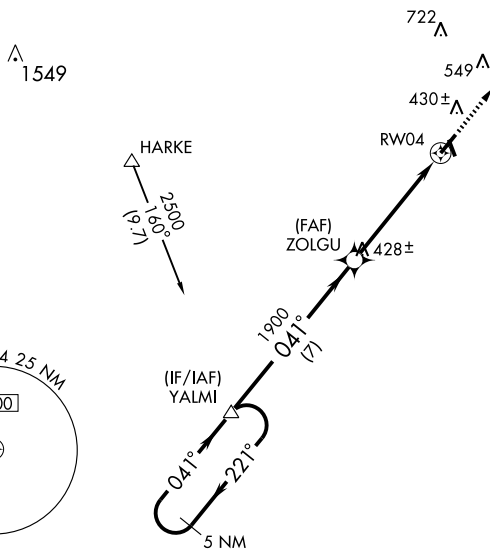
**MISSED APPROACH:**  
Climb to 2500 direct TUMVY and hold.

AWOS-3  
**118.925**

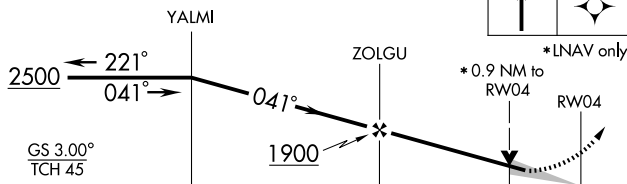
VALDOSTA APP CON ★  
**126.6 285.6**

UNICOM  
**122.8** (CTAF) **0**

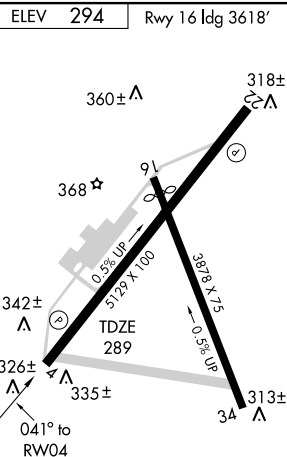
**MISSED APCH FIX**  
5 NM



5 NM  
Holding Pattern



CATEGORY	A	B	C	D
LPV DA	539-1		250 (300-1)	
LNAV/VNAV DA	605-1 ¼		316 (400-1 ¼)	
LNAV MDA	600-1		311 (400-1)	
CIRCLING	780-1 486 (500-1)		780-1 ½ 486 (500-1 ½)	860-2 566 (600-2)



MIRL Rwy 4-22 **0**

MOULTRIE, GEORGIA  
Orig 07130

31° 05'N - 83° 48'W

MOULTRIE MUNI (MGR)  
RNAV (GPS) RWY 4

WAAS  
CH **93803**  
**W22A**

APP CRS  
**221°**

Rwy Idg **5129**  
TDZE **294**  
Apt Elev **294**

# RNAV (GPS) RWY 22

MOULTRIE MUNI (MGR)



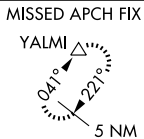
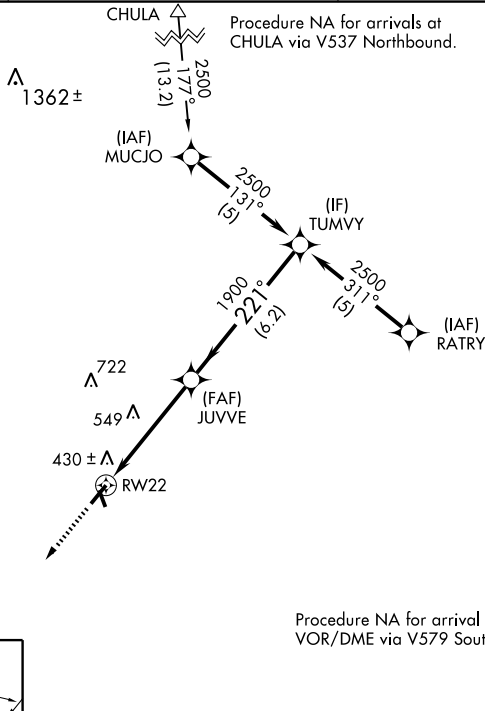
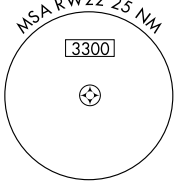
If local altimeter setting not received, use Valdosta altimeter setting and increase all DAs 88 feet, and all MDAs 100 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV NA when using Valdosta altimeter setting. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH:  
Climb to 2500 direct  
YALMI and hold.

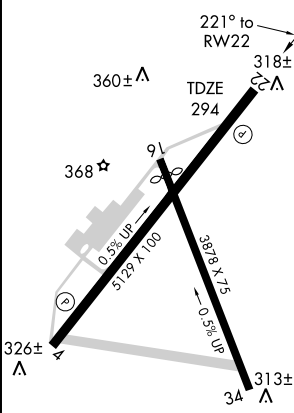
AWOS-3  
**118.925**

VALDOSTA APP CON ★  
**126.6 285.6**

UNICOM  
**122.8 (CTAF) 0**



ELEV **294** Rwy 16 Idg 3618'



MIRL Rwy 4-22 0

	2500	YALMI	TUMVY	Procedure Turn NA
			JUVVE	
			221°	2500
			1900	
			4.8 NM	6.2 NM
CATEGORY	A	B	C	D
LPV DA	637-1¼ 343 (400-1¼)			
LNAV/VNAV DA	730-1½ 436 (500-1½)			
LNAV MDA	800-1	506 (600-1)	800-1½	506 (600-1½)
CIRCLING	800-1	506 (600-1)	800-1½	860-2
			506 (600-1½)	566 (600-2)

VOR/DME MGR <b>108.8</b> Chan <b>25</b>	APP CRS <b>214°</b>	Rwy Idg TDZE Apt Elev	<b>5129</b> <b>294</b> <b>294</b>
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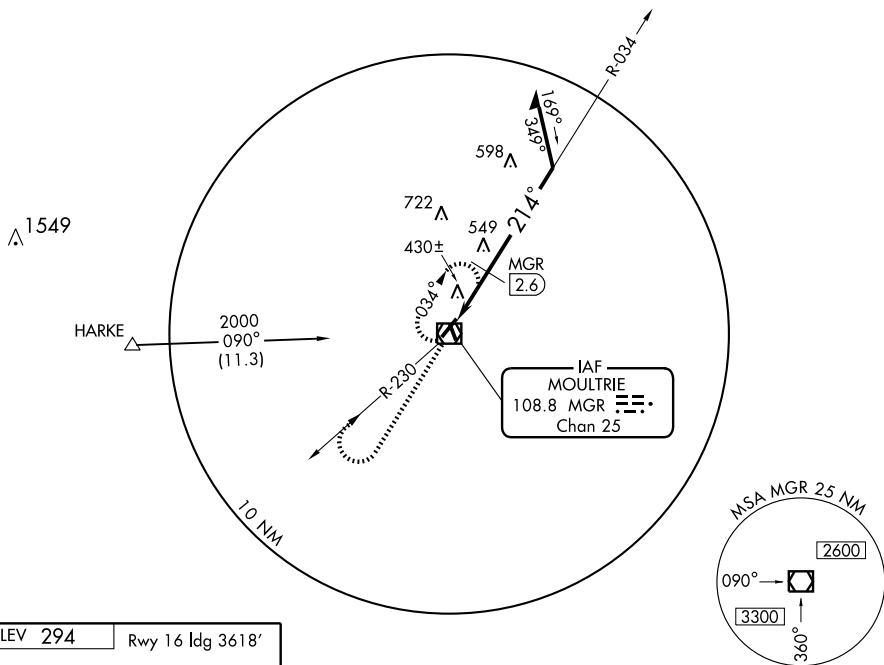
# VOR RWY 22

## MOULTRIE MUNI (MGR)

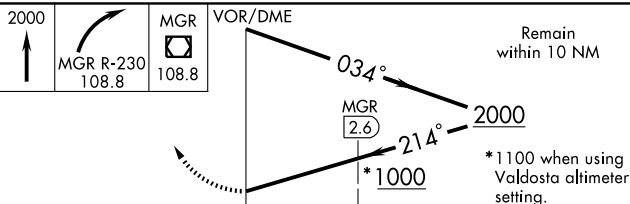
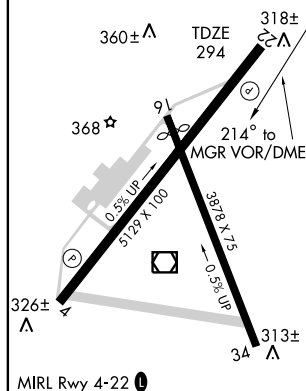
AWOS-3  
**118.925**

VALDOSTA APP CON ★  
**126.6 285.6**

UNICOM  
**122.8 (CTAF) 0**



ELEV 294 Rwy 16 Idg 3618'



CATEGORY	A	B	C	D
S-22	1000-1 706 (800-1)		1000-2 706 (800-2)	1000-2½ 706 (800-2½)
CIRCLING	1000-1 706 (800-1)		1000-2 706 (800-2)	1000-2½ 706 (800-2½)
DME MINIMUMS				
S-22	680-1 386 (400-1)			680-1½ 386 (400-1½)
CIRCLING	740-1 446 (500-1)	760-1 466 (500-1)	760-1½ 466 (500-1½)	860-2 566 (600-2)

MOULTRIE, GEORGIA

Amdt 12 05076

31° 05'N - 83° 48'W

MOULTRIE MUNI (MGR)

VOR RWY 22

# NASHVILLE

**BERRIEN CO** (4J2) 1 E UTC-5(-4DT) N31°12.75' W83°13.58'

240 B TPA-1040(800) NOTAM FILE MCN

RWY 10-28: H4006X75 (ASPH) S-23 MIRL

RWY 10: REIL. PAPI(P2L). Treeline.

RWY 28: REIL. PAPI(P2L)-GA 3.0°TCH 33'. Trees.

**AIRPORT REMARKS:** Unattended. MIRL Rwy 10-28 preset on low ints dusk-dawn; to increase ints ACTIVATE-CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

Ⓡ **VALDOSTA APP/DEP CON** 126.6 (blo 8000') 119.525 (8000' and abv)  
(Opr Mon-Thu 1200-0700Z†, Fri 1200-0300Z†, Sat, Sun and  
hol 1400-2200Z†)

**JAX CENTER APP/DEP CON** 133.7 (Mon-Thu 0700-1200Z†, Fri  
0300-1200Z†, Sat, Sun and hol 2200-1400Z†)

**GCO** 121.725 (FLIGHT SERVICES)

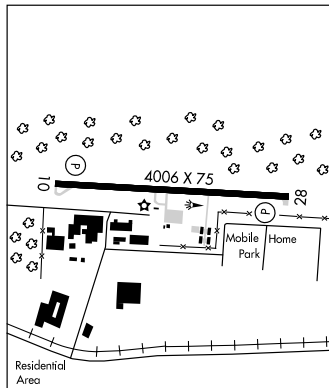
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCN.

**MOULTREE (L) VOR/DME** 108.8 MGR Chan 25 N31°04.94'  
W83°48.25' 077° 30.8 NM to fld. 290/02W.

JACKSONVILLE

L-22J

IAP



**NEWNAN COWETA CO** (See ATLANTA)

**ONYUN** N32°13.40' W82°17.89' NOTAM FILE MCN.

**NDB (MHW)** 372 UQN 248° 4.1 NM to Vidalia Rgnl.

ATLANTA

L-24H

**PATTEN** N30°57.45' W83°49.60' NOTAM FILE MCN.

**NDB (MHW)** 245 GTP 223° 4.4 NM to Thomasville Rgnl.

JACKSONVILLE

L-21D, 22J

**PAULDING CO RGNL** (See DALLAS)

**PEACH STATE** (See WILLIAMSON)

**PEACHTREE** N33°52.54' W84°17.93' NOTAM FILE PDK.

(L) **VOR/DME** 116.6 PDK Chan 113 at DeKalb-Peachtree. 970/02W.

**RCO** 122.1R 116.6T (MACON RADIO) at DeKalb-Peachtree.

ATLANTA

L-18J, A

**PEACHTREE CITY-FALCON FLD** (See ATLANTA)

**PECAN** N31°39.31' W84°17.59' NOTAM FILE ABY.

(H) **VORTACW** 116.1 PZD Chan 108 147° 8.8 NM to Southwest Georgia Rgnl.  
280/02W. **HIWAS**.

JACKSONVILLE

H-9A, L-18J

**PECAT** N33°18.04' W84°29.19' NOTAM FILE MCN.

**NDB (MHW/LOM)** 316 FF 310° 5.5 NM to Peachtree City-Falcon Fld. **NDB** unmonitored 0200-1000Z†.

ATLANTA

L-18J, A

APP CRS	Rwy Idg	<b>4006</b>
<b>096°</b>	TDZE	<b>241</b>
	Apt Elev	<b>241</b>

**GPS RWY 10**

NASHVILLE/BERRIEN COUNTY (4J2)



Use Moody AFB altimeter setting, when  
not available, procedure not authorized.

MISSED APPROACH: Climbing left turn  
to 2200 direct BIDRY WP and hold.

VALDOSTA APP CON ★  
**126.6 285.6**

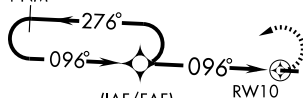
UNICOM  
**122.7 (CTAF) 0**

GCO  
**121.725**

TIFT MYERS  
IFM

2200  
150°  
(15.1)

4 NM



(IAF/FAF)  
BIDRY

1177

568

RW10

MSA RW10 25 NM

2200

ELEV 241

4 NM  
Holding Pattern

BIDRY

2200

BIDRY

2200

096°

276°

3.05°  
TCH 40

1900

096°

RW10

5 NM

096° to  
RW10

TDZE  
241

399±

4006 X 75

28

427±

CATEGORY	A	B	C	D
S-10	740-1 499 (500-1)		740-1¼ 499 (500-1¼)	NA
CIRCLING	820-1 579 (600-1)		820-1½ 579 (600-1½)	NA

MIRL Rwy 10-28 0  
REIL Rwy 10 and 28



**PERRY-HOUSTON CO** (PXE) 4 NW UTC-5(-4DT) N32°30.63' W83°46.04'

ATLANTA

418 B S2 FUEL 100LL, JET A1+ OX 1 TPA-1218(800) NOTAM FILE MCN

H-9B, 12F, L-18J

RWY 18-36: H5002X100 (ASPH) S-30 MIRL

IAP

RWY 18: PAPI(P2L)—GA 3.0° TCH 26'.

RWY 36: ODALS. REIL. PAPI(P2L)—GA 3.0° TCH 26'. Trees.

**AIRPORT REMARKS:** Attended 1300-2300Z. For svc after hrs call 478-988-3394. ACTIVATE MIRL Rwy 18-36, PAPI Rwy 18 and Rwy 36 and ODALS Rwy 36—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 123.825 (478) 987-8768.**COMMUNICATIONS:** CTAF/UNICOM 122.7

Ⓡ ATLANTA APP/DEP CON 124.2 (blo 7000') 119.6 (7000' and abv) (1115-0500Z)

ATLANTA CENTER APP/DEP CON 123.95 (0500-1115Z)

GCO 121.725 (FLIGHT SERVICES)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCN.

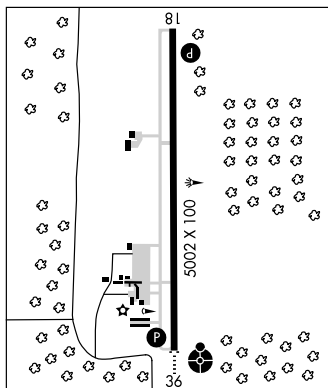
VIENNA (L) VORTAC 116.5 VNA Chan 112 N32°12.81'

W83°29.84' 321° 22.5 NM to fld. 300/01E

BAY CREEK NDB (MHW) 350 BEP N32°27.45' W83°45.94'

002° 3.2 NM to fld.

ILS 109.15 I-PXE Rwy 36. (LOC only).

**PETERSON FLD** (See PLAINS)**PICKENS CO** (See JASPER)**PINE MOUNTAIN** N32°50.57' W84°52.36' NOTAM FILE MCN.

ATLANTA

NDB (MHW) 272 PIM at Harris Co. Unmonitored.

L-181

**PINE MOUNTAIN****HARRIS CO** (PIM) 2 SW UTC-5(-4DT) N32°50.44' W84°52.95'

ATLANTA

902 B FUEL 100LL, JET A+ NOTAM FILE MCN

H-9A, 12F, L-181

RWY 09-27: H5002X100 (ASPH) S-20 MIRL

IAP

RWY 09: VASI(V4R)—GA 3.5° TCH 31'. Trees. RWY 27: Trees.

**AIRPORT REMARKS:** Attended Fri-Sun 1300-2200Z. Arpt unattended Mon thru Thu. Deer on and in/ov arpt. ACTIVATE MIRL Rwy 09-27 and VASI Rwy 09—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ ATLANTA APP/DEP CON 125.5 (blo 7000') 126.55 (7000' & abv) (1115-0500Z) CLNC DEL 127.7

ATLANTA CENTER APP/DEP CON 120.45 (0500-1115Z)

CLNC DEL 120.45

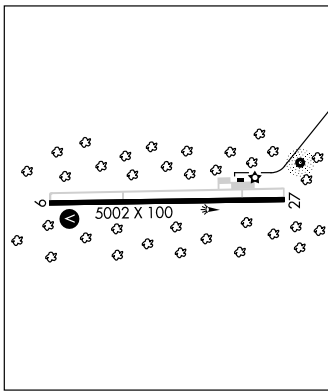
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCN.

LAGRANGE (H) VORTAC 115.6 LGC Chan 103 N33°02.95'

W85°12.37' 126° 20.6 NM to fld. 790/01E.

HIWAS.

PINE MOUNTAIN NDB (MHW) 272 PIM N32°50.57' W84°52.36' at fld. Unmonitored.



LOC I-PXE <b>109.15</b>	APP CRS <b>002°</b>	Rwy Idg TDZE Apt Elev	<b>5002</b> <b>417</b> <b>419</b>
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**LOC RWY 36**

PERRY-HOUSTON COUNTY (PXE)

▼ If local altimeter setting not received, use Macon  
 ▲ NA altimeter setting and increase all MDAs 40 feet.  
 Inoperative table does not apply. ADF REQUIRED



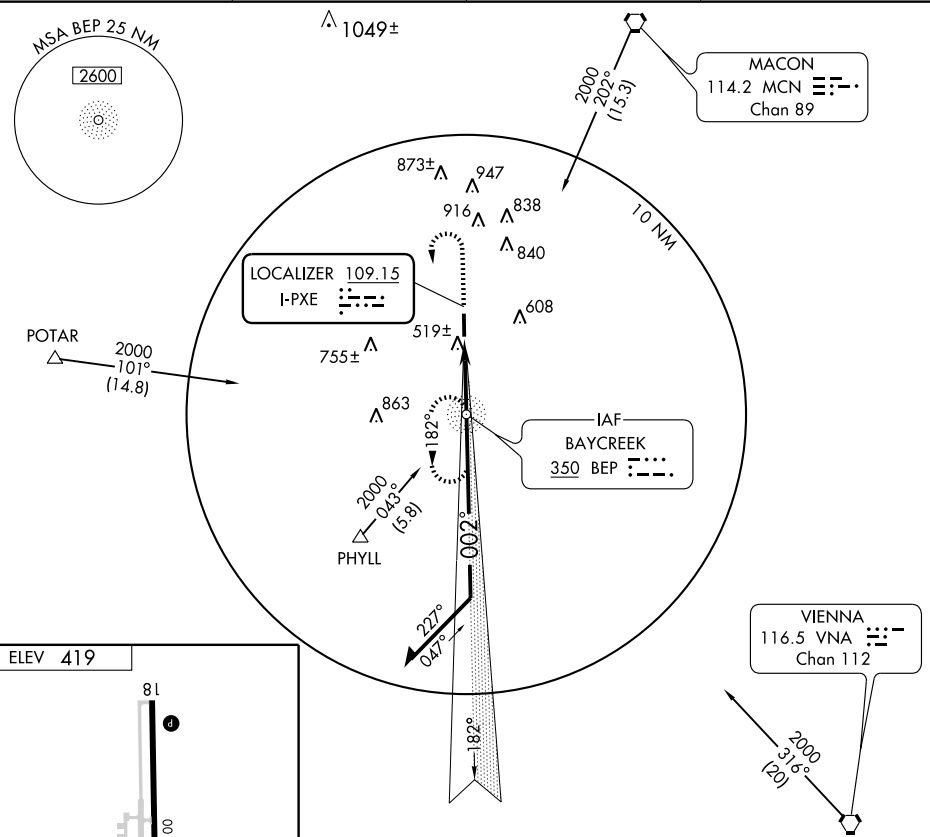
MISSED APPROACH: Climb to 1200 then climbing  
 left turn to 2000 direct BEP NDB and hold.

AWOS-3  
**123.825**

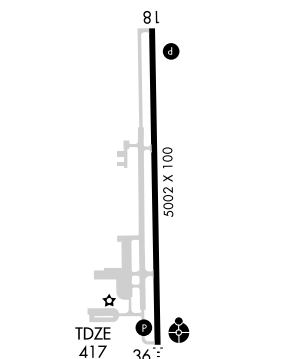
ATLANTA APP CON★  
**124.2 279.6**

GCO  
**121.725**

UNICOM  
**122.7 (CTAF) 0**



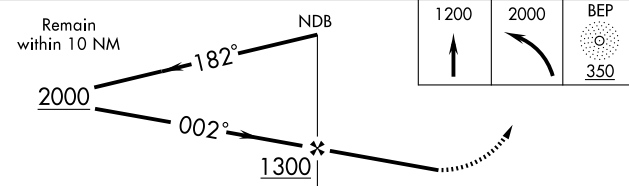
ELEV 419



REIL Rwy 36  
 MIRL Rwy 18-36

002° 2.8 NM from FAF

FAF to MAP 2.8 NM					
Knots	60	90	120	150	180
Min:Sec	2:48	1:52	1:24	1:07	0:56



CATEGORY	A	B	C	D
S-36	780-1 363 (400-1)			780-1¼ 363 (400-1¼)
CIRCLING	860-1 441 (500-1)	880-1 461 (500-1)	880-1½ 461 (500-1½)	980-2 561 (600-2)

NDB BEP <b>350</b>	APP CRS <b>001°</b>	Rwy Idg <b>5002</b>
	TDZE <b>417</b>	
	Apt Elev <b>418</b>	

**NDB RWY 36**

PERRY-HOUSTON COUNTY (PXE)

**V** NA If local altimeter setting not received, use Macon altimeter setting and increase all MDAs 40 feet.  
Inoperative table does not apply.

ODALS



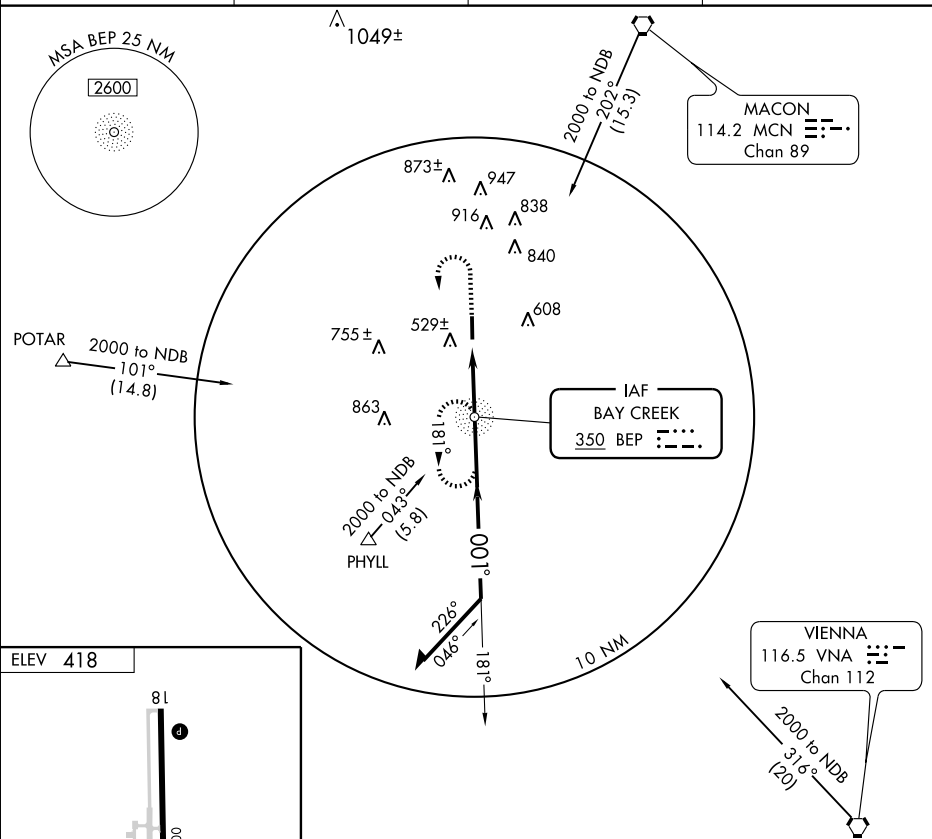
MISSED APPROACH: Climb to 1200 then climbing left turn to 2000 direct BEP NDB and hold.

AWOS-3  
**123.825**

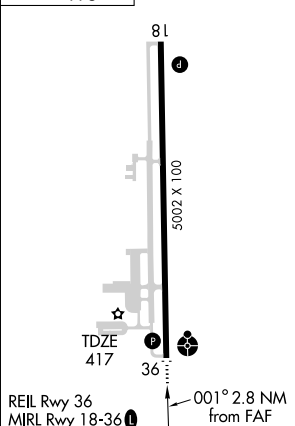
ATLANTA APP CON ★  
**124.2 279.6**

GCO  
**121.725**

UNICOM  
**122.7 (CTAF) 0**

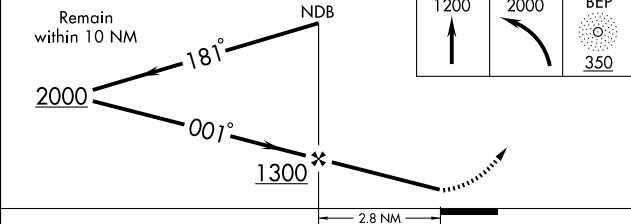


ELEV 418



FAF to MAP 2.8 NM					
Knots	60	90	120	150	180
Min:Sec	2:48	1:52	1:24	1:07	0:56

PERRY, GEORGIA  
Amdt 3A 07354



CATEGORY	A	B	C	D
S-36	840-1 423 (500-1)	880-1 423 (500-1)	840-1 1/4 423 (500-1 1/4)	980-2 562 (600-2)
CIRCLING	860-1 442 (500-1)	880-1 462 (500-1)	880-1 1/2 462 (500-1 1/2)	980-2 562 (600-2)

32°31'N-83°46'W

PERRY-HOUSTON COUNTY (PXE)

**NDB RWY 36**

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010

WAAS CH <b>87104</b> <b>W18A</b>	APP CRS <b>182°</b>	Rwy Idg <b>5002</b> TDZE <b>418</b> Apt Elev <b>418</b>
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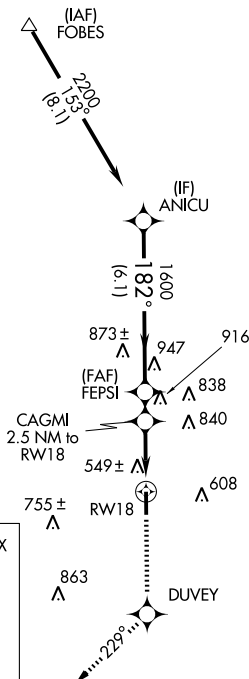
RNAV (GPS) RWY 18  
PERRY-HOUSTON COUNTY (PXE)

**T** For uncompensated Baro-VNAV systems, LNAV/VNAV  
**A NA** NA below -15°C (5°F) or above 47°C (116°F).  
DME/DME RNP-0.3 NA.  
If local altimeter setting not received, procedure NA.

**MISSED APPROACH:** Climb to 2000  
direct DUEY and via 229° track  
to PHYLL and hold.

AWOS-3 <b>123,825</b>	ATLANTA APP CON★ <b>124.2 279.6</b>	GCO <b>121.725</b>	UNICOM <b>122.7</b> (CTAF) <b>0</b>
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Procedure NA for arrivals at FOBES  
via V154 northwest bound.

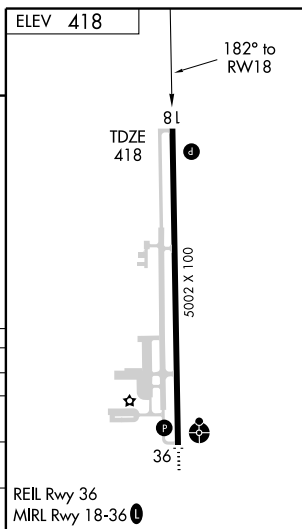


1212  
A

MISSED APCH FIX  
PHYL

031°  
211°  
4 NM

2000 ↑	DUVEY ✦	229° TRK	PHYL △	VGSI and RNAV glidepath not coincident.			
<p>*LNAV only</p> <p>CAGMI 2.5 NM to RW18</p> <p>FEPSI</p> <p>ANICU 2200</p> <p>Procedure Turn NA</p> <p>GS 3.00° TCH 40</p>							
CATEGORY	A		B		C		D
LPV DA	668-1 250 (300-1)						
LNAV/ VNAV DA	854-1½ 436 (500-1½)						
LNAV MDA	980-1 562 (600-1)				980-1½ 562 (600-1½)		980-1¾ 562 (600-1¾)
CIRCLING	980-1 562 (600-1)				980-1½ 562 (600-1½)		980-2 562 (600-2)



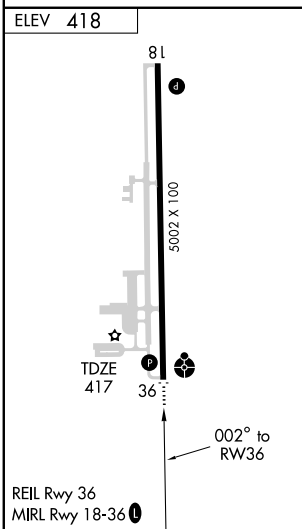
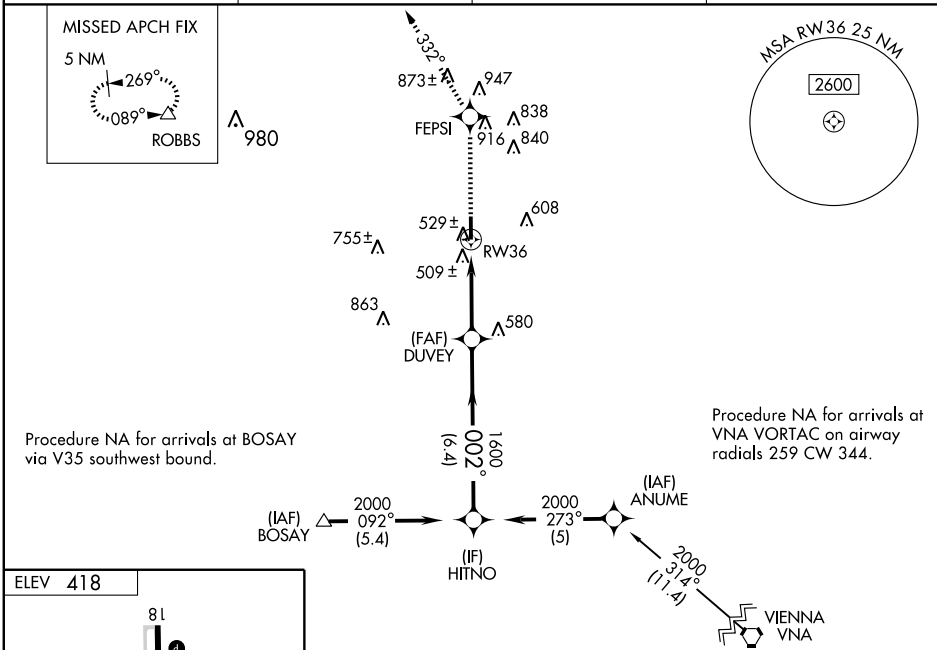
WAAS CH <b>86805</b> <b>W36A</b>	APP CRS <b>002°</b>	Rwy Idg TDZE Apt Elev	<b>5002</b> <b>417</b> <b>418</b>
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# RNAV (GPS) RWY 36

PERRY-HOUSTON COUNTY (PXE)

<p><b>NA</b></p> <p>If local altimeter setting not received, use Middle Georgia Rgnl altimeter setting and increase all DAs/MDA 40 feet. Baro-VNAV NA when using Middle Georgia Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). VDP NA when using Middle Georgia Rgnl altimeter setting. Inoperative table does not apply to LNAV-VNAV. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.</p>	<p>ODALS</p> <p></p>	<p>MISSED APPROACH: Climb to 2500 direct FEPISI and via 332° track to ROBBS and hold.</p>
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AWOS-3 <b>123.825</b>	ATLANTA APP CON* <b>124.2 279.6</b>	GCO <b>121.725</b>	UNICOM <b>122.7 (CTAF) 0</b>
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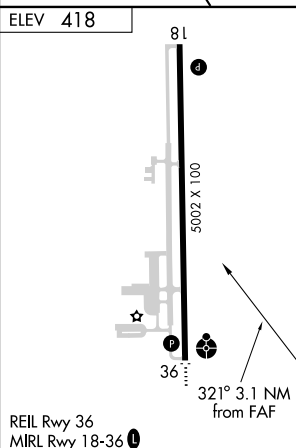
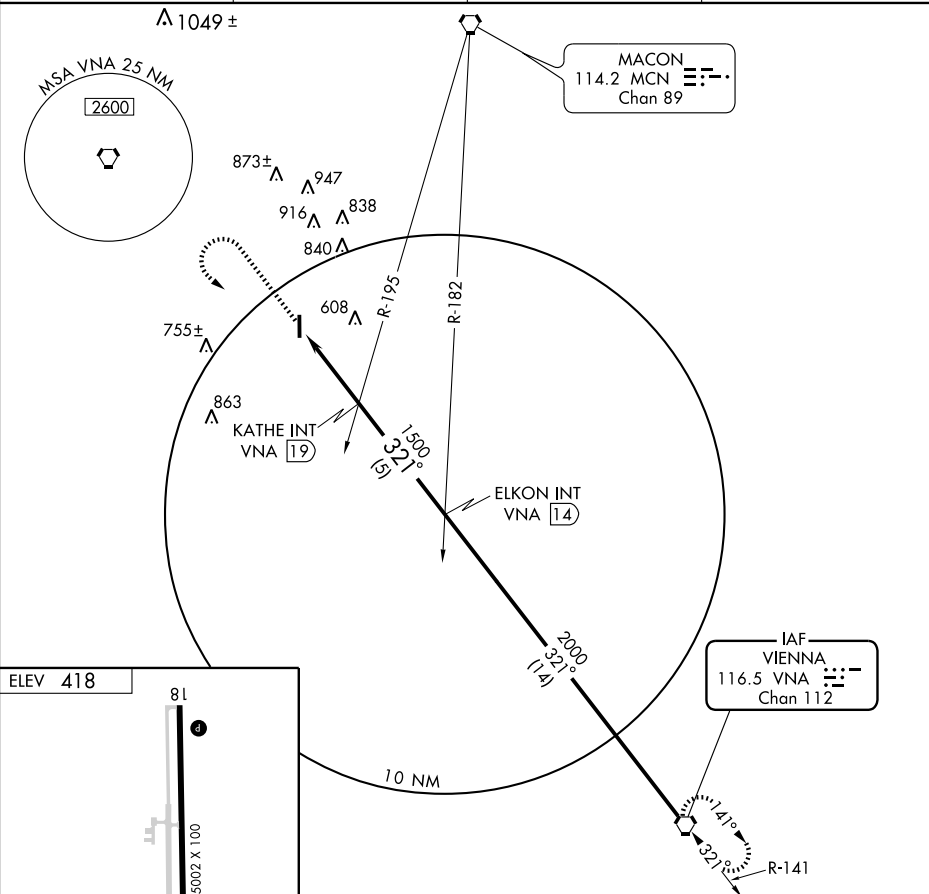
Procedure Turn NA	HITNO	VGSI and RNAV glidepath not coincident.	2500	FEPISI	332° TRK	ROBBS
2000	002°	DUVEY	*1.1 NM to RW36			
GS 3.00° TCH 45	1600					
	6.4 NM	2.5 NM	1.1			
CATEGORY	A	B	C	D		
LPV DA	778-1¼ 361 (400-1¼)					
LNAV/VNAV DA	806-1½ 389 (400-1½)					
LNAV MDA	780-¾ 363 (400-¾)					780-1¼ 363 (400-1¼)
CIRCLING	860-1 442 (500-1)	880-1 462 (500-1)	880-1½ 462 (500-1½)	980-2 562 (600-2)		

VORTAC VNA <b>116.5</b> Chan <b>112</b>	APP CRS <b>321°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>418</b>
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**V** NA If local altimeter setting not received, use Macon altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 1300 then climbing left turn to 2000 direct VNA VORTAC and hold.

AWOS-3 <b>123.825</b>	ATLANTA APP CON ★ <b>124.2 279.6</b>	GCO <b>121.725</b>	UNICOM <b>122.7 (CTAF) 0</b>
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1300	2000	VNA 116.5	ELKON INT VNA (14)	VORTAC
		KATHE INT VNA (19)	321°	2000
		VNA (22.1)	1500	Procedure Turn NA
		3.1 NM	5 NM	14 NM
FAF to MAP 3.1 NM				
CATEGORY	A	B	C	D
CIRCLING	860-1 442 (500-1)	880-1¼ 462 (500-1¼)	880-1½ 462 (500-1½)	980-2 562 (600-2)

**PERRY-HOUSTON CO** (PXE) 4 NW UTC-5(-4DT) N32°30.63' W83°46.04'

ATLANTA

418 B S2 FUEL 100LL, JET A1+ OX 1 TPA-1218(800) NOTAM FILE MCN

H-9B, 12F, L-18J

RWY 18-36: H5002X100 (ASPH) S-30 MIRL

IAP

RWY 18: PAPI(P2L)—GA 3.0° TCH 26'.

RWY 36: ODALS. REIL. PAPI(P2L)—GA 3.0° TCH 26'. Trees.

**AIRPORT REMARKS:** Attended 1300-2300Z. For svc after hrs call 478-988-3394. ACTIVATE MIRL Rwy 18-36, PAPI Rwy 18 and Rwy 36 and ODALS Rwy 36—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 123.825 (478) 987-8768.**COMMUNICATIONS:** CTAF/UNICOM 122.7

Ⓡ ATLANTA APP/DEP CON 124.2 (blo 7000') 119.6 (7000' and abv) (1115-0500Z)

ATLANTA CENTER APP/DEP CON 123.95 (0500-1115Z)

GCO 121.725 (FLIGHT SERVICES)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCN.

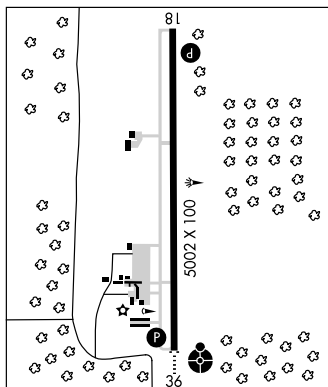
VIENNA (L) VORTAC 116.5 VNA Chan 112 N32°12.81'

W83°29.84' 321° 22.5 NM to fld. 300/01E

BAY CREEK NDB (MHW) 350 BEP N32°27.45' W83°45.94'

002° 3.2 NM to fld.

ILS 109.15 I-PXE Rwy 36. (LOC only).

**PETERSON FLD** (See PLAINS)**PICKENS CO** (See JASPER)**PINE MOUNTAIN** N32°50.57' W84°52.36' NOTAM FILE MCN.

ATLANTA

NDB (MHW) 272 PIM at Harris Co. Unmonitored.

L-18I

**PINE MOUNTAIN****HARRIS CO** (PIM) 2 SW UTC-5(-4DT) N32°50.44' W84°52.95'

ATLANTA

902 B FUEL 100LL, JET A+ NOTAM FILE MCN

H-9A, 12F, L-18I

RWY 09-27: H5002X100 (ASPH) S-20 MIRL

IAP

RWY 09: VASI(V4R)—GA 3.5° TCH 31'. Trees. RWY 27: Trees.

**AIRPORT REMARKS:** Attended Fri-Sun 1300-2200Z. Arpt unattended Mon thru Thu. Deer on and invof arpt. ACTIVATE MIRL Rwy 09-27 and VASI Rwy 09—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ ATLANTA APP/DEP CON 125.5 (blo 7000') 126.55 (7000' & abv) (1115-0500Z) CLNC DEL 127.7

ATLANTA CENTER APP/DEP CON 120.45 (0500-1115Z)

CLNC DEL 120.45

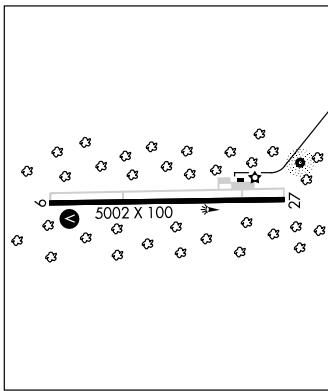
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCN.

LAGRANGE (H) VORTAC 115.6 LGC Chan 103 N33°02.95'

W85°12.37' 126° 20.6 NM to fld. 790/01E.

HIWAS.

PINE MOUNTAIN NDB (MHW) 272 PIM N32°50.57' W84°52.36' at fld. Unmonitored.



NDB PIM <b>272</b>	APP CRS <b>087°</b>	Rwy Idg TDZE Apt Elev <b>5002</b> <b>902</b>
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# NDB or GPS RWY 9

PINE MOUNTAIN/HARRIS COUNTY (PIM)

▼  
▲ NA

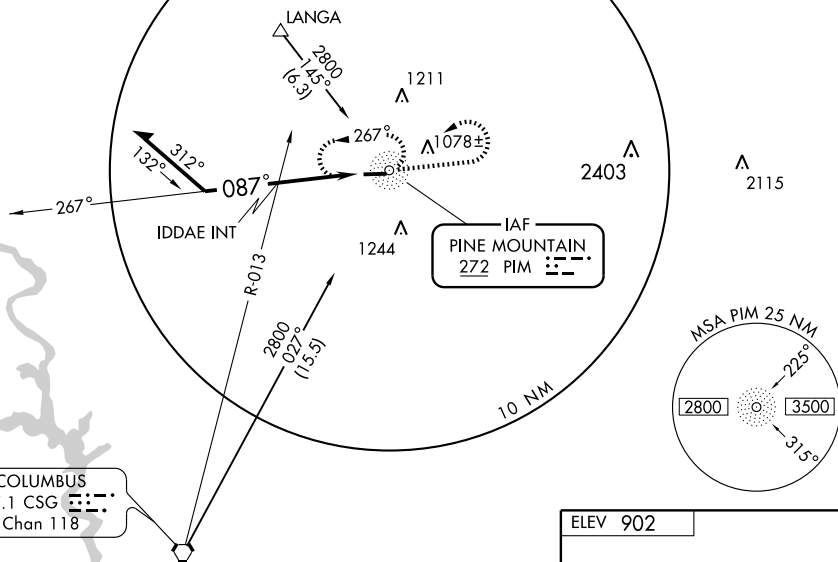
Use La Grange altimeter setting; if not received, use Columbus altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2000 then climbing left turn to 2800 direct PIM NDB and hold.

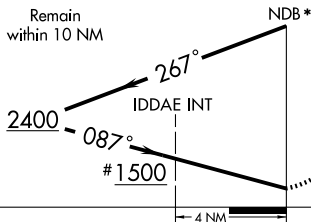
ATLANTA APP CON ★  
**125.5 323.1**

CLNC DEL  
**127.7**

UNICOM  
**122.8 (CTAF) 0**



Remain within 10 NM



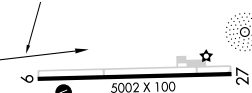
2000 2800 PIM  
↑ ↘  
272

\* Maintain 2500 or above until established outbound for procedure turn.

# 1560 when using Columbus altimeter setting.

ELEV 902

087° to PIM NDB



TDZE  
902

CATEGORY	A	B	C	D
S-9	1500-1 598 (600-1)		1500-1½ 598 (600-1½)	1500-1¾ 598 (600-1¾)
CIRCLING	1500-1 598 (600-1)		1500-1½ 598 (600-1½)	1640-2¼ 738 (800-2¼)
IDDAE MINIMUMS				
S-9	1420-1 518 (600-1)		1420-1½ 518 (600-1½)	1420-1¾ 518 (600-1¾)
CIRCLING	1440-1 538 (600-1)		1440-1½ 538 (600-1½)	1640-2¼ 738 (800-2¼)

MIRL Rwy 9-27 0

Knots	60	90	120	150	180
Min:Sec					



VORTAC LGC <b>115.6</b> Chan <b>103</b>	APP CRS <b>126°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>902</b>
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**VOR or GPS-A**

PINE MOUNTAIN/HARRIS COUNTY (PIM)

**▼** Use La Grange altimeter setting; if not received, use Columbus altimeter setting and increase all MDAs 60 feet.

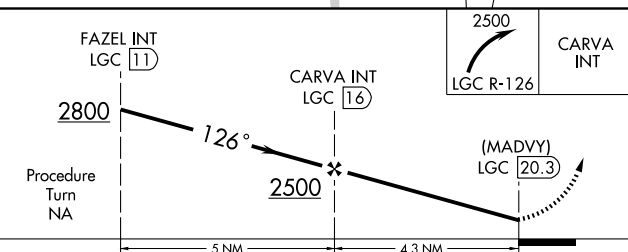
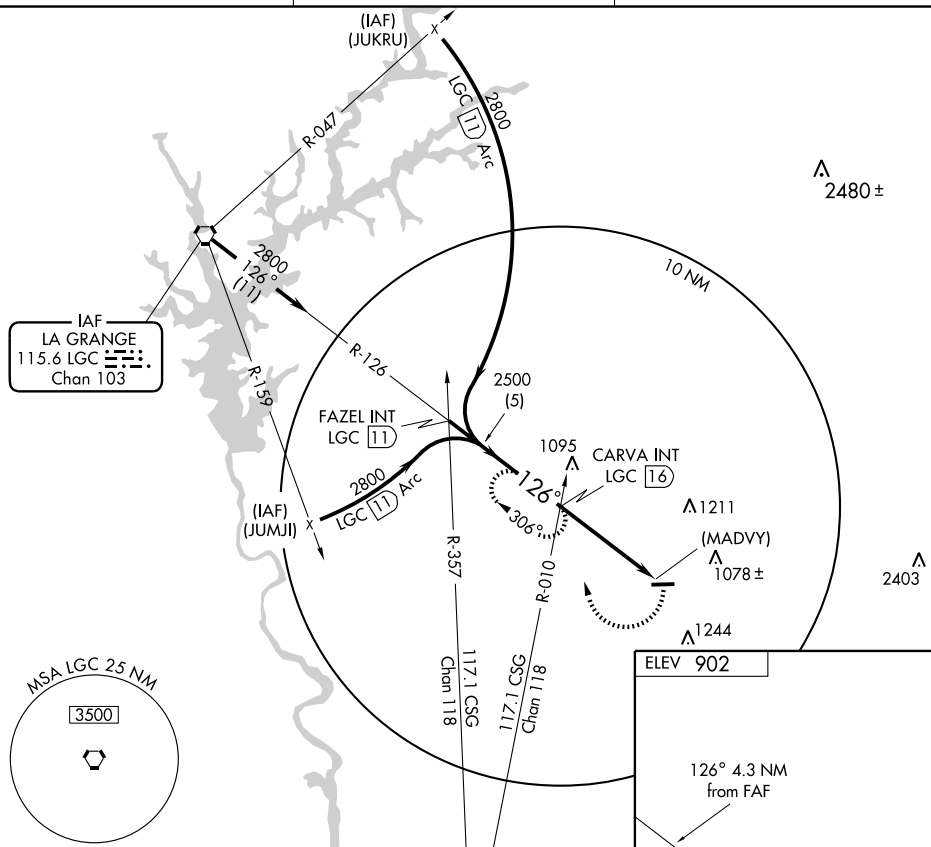
**▲ NA**

**MISSED APPROACH:** Climbing right turn to 2500 via LGC R-126 to CARVA Int/LGC 16 DME and hold.

ATLANTA APP CON ★  
**125.5 323.1**

CLINC DEL  
**127.7**

UNICOM  
**122.8 (CTAF) 0**



ELEV 902				
126° 4.3 NM from FAF				
5002 X 100				
MIRL Rwy 9-27 0				
FAF to MAP 4.3 NM				
CATEGORY	A	B	C	D
CIRCLING	1440-1 538 (600-1)	1440-1¼ 538 (600-1¼)	1440-1½ 538 (600-1½)	1640-2¼ 738 (800-2¼)
Knots				
Min:Sec				
60 90 120 150 180				
4:18 2:52 2:09 1:43 1:26				

# PLAINS

**PETERSON FLD** (7A9) 3 NE UTC-5(-4DT) N32°05.32' W84°22.35'

526 NOTAM FILE MCN

**RWY 18-36:** 3255X230 (TURF) LIRL

**RWY 18:** Trees. **RWY 36:** Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z+. South 1065' of rwy unlighted. For rwy lgts call 912-824-7788. Rwy 18 thld marked by yellow tires. 8 ft brush along old fence line parallels rwy along east side 115 ft from centerline.

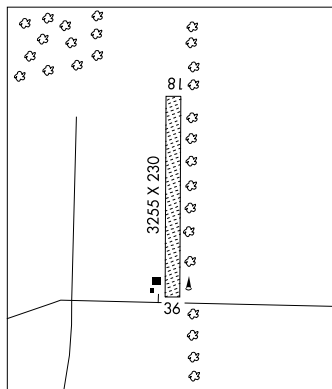
**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ **ATLANTA APP/DEP CON** 125.5 (blo 7000') 126.55 (7000' & abv) (1115-0500Z+)

**ATLANTA CENTER APP/DEP CON** 123.95 (0500-1115Z+)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ABY.

**PECAN (H) VORTACW** 116.1 PZD Chan 108 N31°39.31' W84°17.59' 353° 26.3 NM to fld. 280/02W. HIWAS.



ATLANTA  
L-18J  
IAP

**PLANTATION AIRPARK** (See SYLVANIA)

**POLK CO ARPT-CORNELIUS MOORE FLD** (See CEDARTOWN)

**PRISON** N32°03.46' W82°09.14' NOTAM FILE MCN.

**NDB (MHW)** 424 RVJ at Swinton Smith Fld At Reidsville Muni.

ATLANTA  
L-24H

**PUTNY** N31°27.37' W84°16.57' NOTAM FILE ABY.

**NDB (MHW/LDM)** 227 AB 043°6.3 NM to Southwest Georgia Rgnl.

JACKSONVILLE  
L-22I

**QUITMAN BROOKS CO** (4J5) 2 NW UTC-5(-4DT) N30°48.31' W83°35.21'

185 NOTAM FILE MCN

**RWY 09-27:** H3600X75 (ASPH) MIRL

**RWY 09:** PAPI(P2L). Trees. **RWY 27:** PAPI(P2L). Pole.

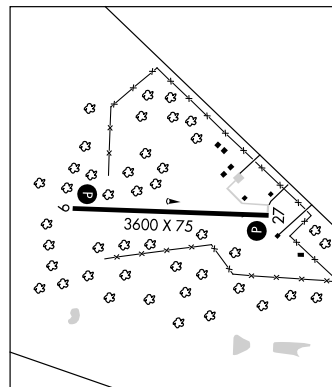
**AIRPORT REMARKS:** Unattended. MIRL Rwy 09-27 and PAPI Rwy 09 and Rwy 27 preset on low ints dusk-0100Z+, to incr ints ACTIVATE-CTAF. After 0100Z+ ACTIVATE-CTAF.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE VLD.

**VALDOSTA (H) VOR/DME** 114.8 OTK Chan 95 N30°46.83' W83°16.78' 277° 15.9 NM to fld. 199/2W.

JACKSONVILLE  
L-21D, 22I




**REDAN** N33°38.72' W84°18.68' NOTAM FILE ATL.

**NDB (MHW/LDM)** 266 BR 269° 5.8 NM to Hartsfield-Jackson Atlanta Intl.

ATLANTA  
L-18J,  
L-24H

VORTAC PZD <b>116.1</b> Chan <b>108</b>	APP CRS <b>173°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>526</b>
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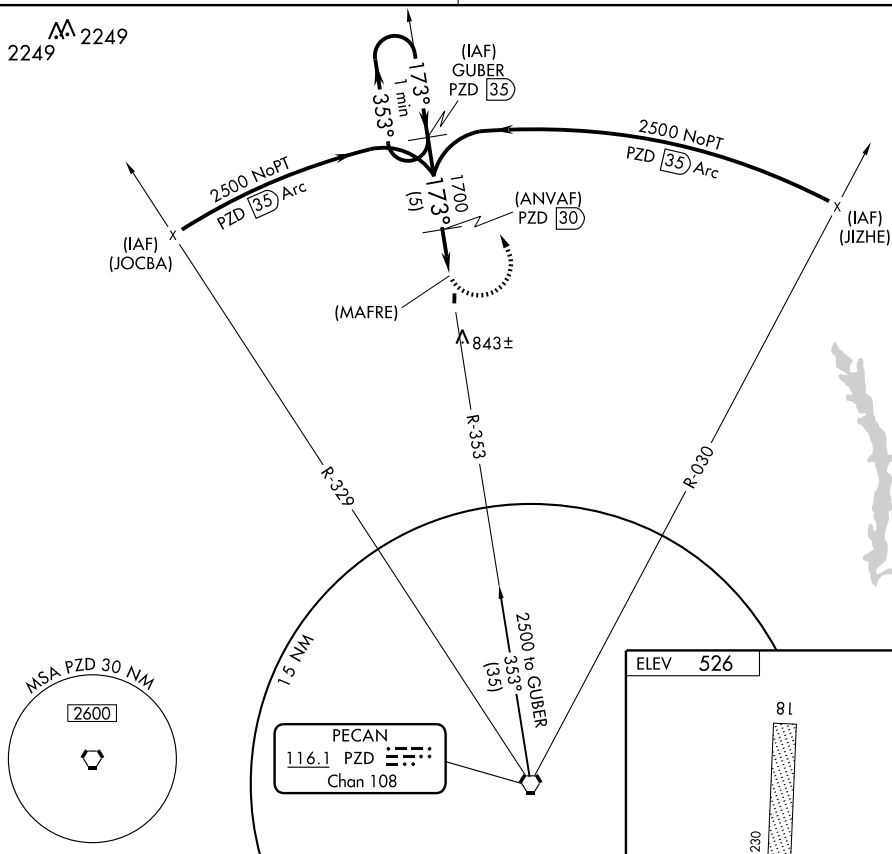
VOR/DME or GPS-B  
PLAINS/ PETERSON FIELD (7A9)

 Use Albany altimeter setting. Procedure NA at night without prior arrangement for runway lights.

**MISSED APPROACH:** Climbing left turn to 2500 via PZD R-353 to GUBER 35 DME and hold.

ATLANTA APP CON ★  
125.5 323.1

UNICOM  
**122.8** (CTAF)



SE-4. 26 AUG 2010 to 23 SEP 2010

### One Minute Holding Pattern

GUBER  
 PZD 35

2500

GUBER  
PZD 35

$$\frac{2500}{173^\circ} \leftarrow 353^\circ$$
(PANVA  
PZD 30

(MAFRE)  
PZD 27.5

M → 2.5 nm → 1 nm →

CATEGORY	A	B	C
CIRCLING	1700-1¼ 1174 (1200-1¼)	1700-1½ 1174 (1200-1½)	1700-3 1174 (1200-3)

LIRL Rwy 18-36

PLAINS, GEORGIA  
Amdt 1A 09267

32° 05'N - 84° 22'W

PLAINS/ PETERSON FIELD (7A9)  
VOR/DME or GPS-B

## REIDSVILLE

**SWINTON SMITH FLD AT REIDSVILLE MUNI** (RVJ) 3 SW UTC-5(-4DT) N32°03.54' W82°09.10' ATLANTA

195 B FUEL 100LL NOTAM FILE MCN

RWY 11-29: H3802X75 (ASPH) S-30 MIRL 0.6% up SE

RWY 11: PAPI(P2L)—GA 3.0° TCH 28'.

RWY 29: PAPI(P2L)—GA 3.0° TCH 33'. Trees.

**AIRPORT REMARKS:** Unattended. Arpt bcn OTS indef. ACTIVATE PAPI

Rwys 11 and 29—CTAF. MIRL Rwy 11-29 preset low ints dusk-0230Z†; to increase ints and ACTIVATE after 0230Z†—CTAF.

**COMMUNICATIONS:** CTAF 122.9

Ⓡ JAX CENTER APP/DEP CON 132.3

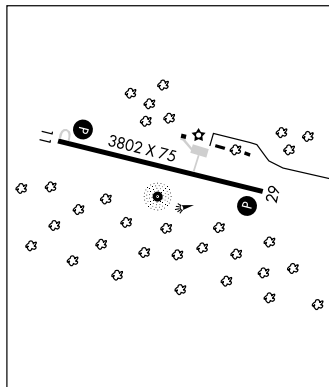
**RADIO AIDS TO NAVIGATION:** NOTAM FILE AMG.

ALMA (H) VORTAC 115.1 AMG Chan 98 N31°32.19'

W82°30.49' 030° 36.2 NM to fld. 200/00E. HIWAS.

PRISON NDB (MHW) 424 RVJ N32°03.46' W82°09.14' at fld.

NOTAM FILE MCN.



**RICHARD B. RUSSELL** (See ROME)

**ROBINS AFB** (WRB)(KWRB) AF (ANG AFRC) 10 SE UTC-5(-4DT) N32°38.41' W83°35.51' ATLANTA

294 B Class I, ARFF Index A NOTAM FILE WRB Not insp.

H-9B, 12F, L-18J

RWY 15-33: H12001X300 (PEM) PCN 48 R/B/W/T HIRL

DIAP, AD

RWY 15: ALSF1 PAPI(P4L). RWY 33: ALSF2. PAPI(P4L). Rgt tfc.

**ARRESTING GEAR/SYSTEM**

RWY 15 HOOK BAK-9(B) (48' OVRN) BAK-14 BAK12B(B) (1926')

BAK-14 BAK-12B(B) (1651') HOOK BAK-9(B) (37' OVRN) RWY 33

**MILITARY SERVICE:** A-GEAR BAK-12B—extension. BAK-9(B) Disconnected on apch end. LGT All rwy thld gated.

JASU 2(A/M-60) 9(A/M323A-86).

FUEL J8 FLUID SP PRESAIR LHOX LOX LHNIT OIL O-148-156 SOAP Avbl weekdays 1200-1900Z†. TRAN

ALERT Opr weekdays 1100-0200Z†, weekends 1300-2100Z† and clsd hol. Fleet svc not avbl. Tran acft not allowed when tran alert not avbl.

**MILITARY REMARKS:** See FLIP AP/1 Supplementary Arpt Remarks. RSTD PPR all acft, ctc Base OPS DSN 468-2114, C478-926-2114, fax extension 7480. PPR will be good for +/- 1 hr. Coordination of PPR outside of block time by phone rqr or will be considered cancelled. Base OPS opr 24 hr. **CAUTION** On apch Rwy 15, do not mistake Middle Georgia Rgnl Arpt 3.3 NM NW for Robbins AFB. All arrival/dep helicopter using helipad exercise caution, uncontrolled vehicle opr on twy N of helipad. 3 lgt Tw tvr 6.5 NM NE 1212'. Bird Watch Condition Phase II from Sep thru Feb from SR-30 to SR+60 and SS-30 to SS+60, dates are subject to change with the migratory season. See NOTAMS for updates. **NS ABTMT** Strict adherence to procedure, acft rstd to full stop only between 0400-1100Z†. **CSTMS/AG/IMG** CSTMS, AG on call with 2 hr prior notice rqr. US military personnel and dependents only. **MISC** Dep acft do not turn on transponder until entering rwy. Acft with VIP ctc PTD 30 minutes prior with firm block time. Standard USAF RSRs applied. **ANG** Opr Mon-Fri 0900-0400Z†, exc hol, DSN 241-2313, C478-2313.

**COMMUNICATIONS:** SFA ATIS 119.475 233.4 PTD 134.1 372.2

Ⓡ ATLANTA APP/DEP CON 124.2 279.6 (blo 7000') 119.6 388.2 (7000' and abv) (1200-0500Z†), other times ctc

Ⓡ ATLANTA CENTER APP/DEP CON 134.5 360.75

TOWER 133.225 320.1 GND CON 121.85 275.8 PMSV METRO 349.85 (Remote wx briefing svc avbl 26 OWS Barksdale AFB DSN 781-4775/0217/3949, C318-456-4775/0217/3949, or toll free 866-223-9328. Full svc 24 hr.)

116 ANG OPS (PEACH OPS) 293.525 ARNG OPS 36.10 327.2 MAINT CONTROL CENTER (EAGLE CONTROL) 225.925 (Robins ALC—Maintenance acft only, not for relay of svc passenger cargo pickup req.)

AFMC COMD POST (BLACK KNIGHT CONTROL) 311.0 AFRC COMD POST (GUNRUNNER) 372.175

**AIRSPACE:** TRSA svc ctc ATLANTA APP CON 20 NM out.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCN.

MACON (H) VORTAC 114.2 MCN Chan 89 N32°41.47' W83°38.83' 136° 4.2 NM to fld. 381/1E.

ILS 111.7 I-RJM Rwy 15.

ILS 110.1 I-WRB Rwy 33.

**ROME** N34°09.75' W85°07.17' NOTAM FILE RMG.

ATLANTA

(H) VORTACW 115.4 RMG Chan 101 188° 8.7 NM to Corneliu-Moore. 1150/01E. HIWAS.

H-9A, 12F, L-18J

RCO 122.3 (MACON RADIO)



APP CRS **111°**  
 Rwy ldg **3802**  
 TDZE **191**  
 Apt Elev **195**

# RNAV (GPS) RWY 11

REIDSVILLE/SWINTON SMITH FIELD AT REIDSVILLE MUNI (RVJ)

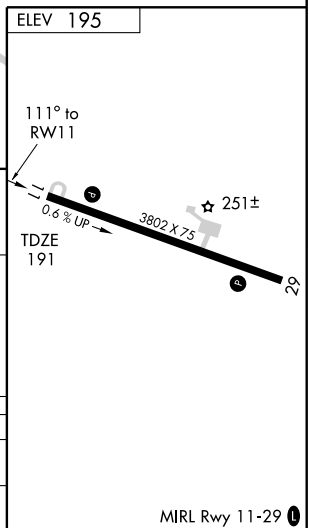
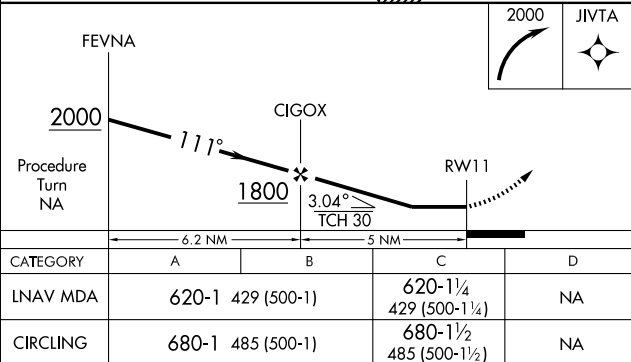
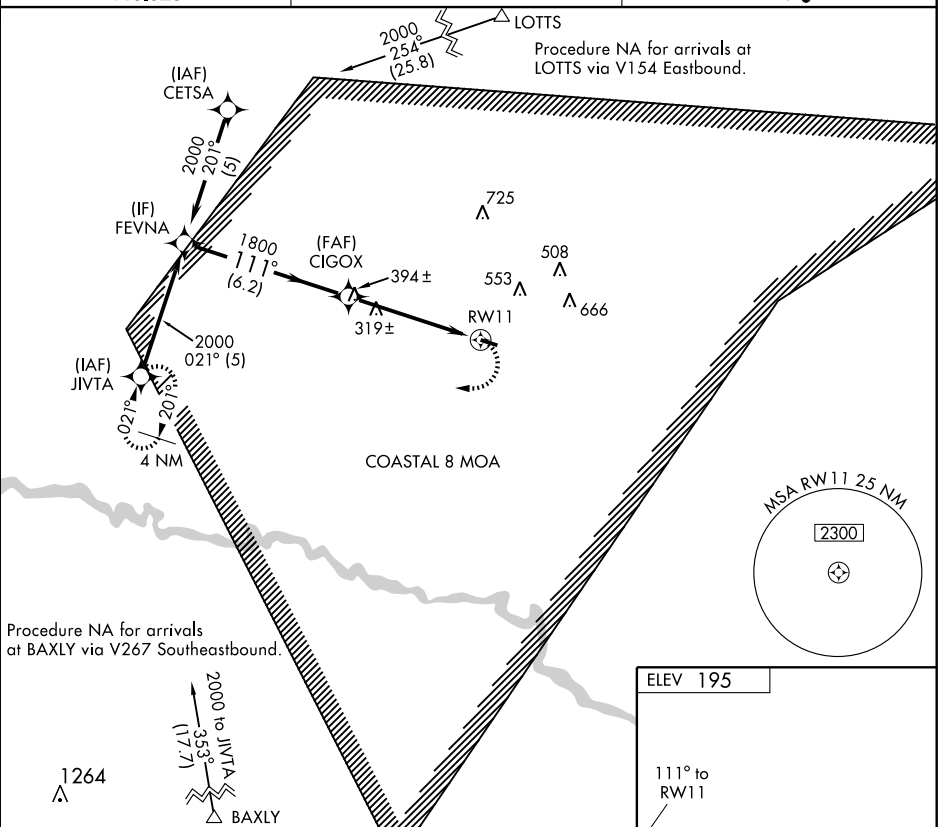
**V** NA  
 DME/DME RNP-0.3 NA. Use Vidalia altimeter setting; when not received, use Alma altimeter setting and increase all MDAs 40 feet. Visibility reduction by helicopters NA.

MISSED APPROACH : Climbing right turn to 2000 direct JIVTA and hold.

VIDALIA AWOS-3  
**119.925**

JACKSONVILLE CENTER  
**132.3 290.4**

CTAF  
**122.9 0**



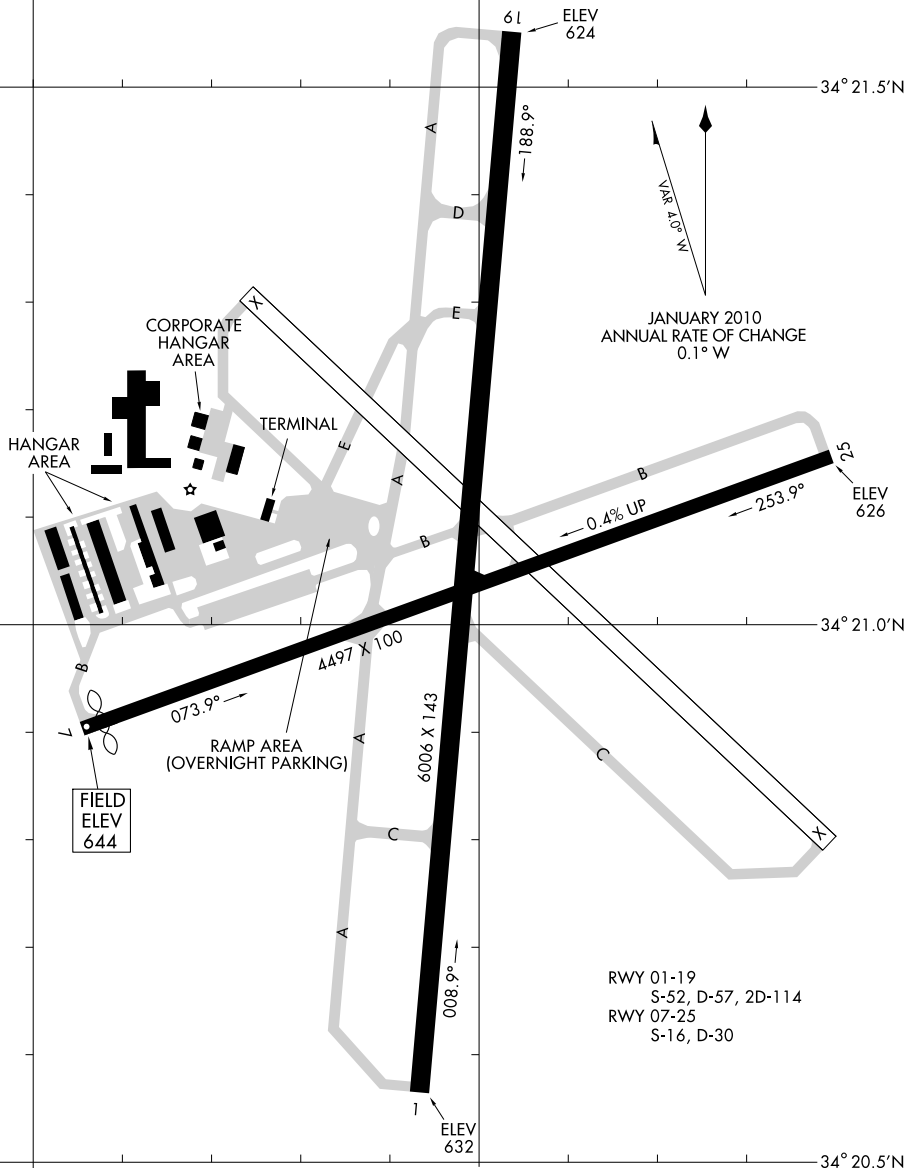
# AIRPORT DIAGRAM

AL-855 (FAA)

ROME/ RICHARD B. RUSSELL (RMG)  
ROME, GEORGIA

ASOS  
119.925  
CTAF/UNICOM  
123.0

SE-4, 26 AUG 2010 to 23 SEP 2010



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SE-4, 26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM

ROME, GEORGIA  
ROME/ RICHARD B. RUSSELL (RMG)

10210

## ROME

**RICHARD B. RUSSELL** (RMG) 6 N UTC-5(-4DT) N34°21.05' W85°09.52'

644 B S4 FUEL 100, JET A Class IV, ARFF Index A NOTAM FILE RMG

RWY 01-19: H6006X143 (ASPH-GRVD) S-52, D-57, 2D-114 HIRL

RWY 01: MALS. PAPI(P4L)—GA 3.0° TCH 46'. Tree.

RWY 19: PAPI(P4L). Trees.

RWY 07-25: H4497X100 (ASPH) S-16, D-30 0.4% up W

RWY 07: Thld dsplcd 115'. Tree. RWY 25: Tree.

**AIRPORT REMARKS:** Attended 1200-0100Z. Parachute Jumping.

CLOSED to unscheduled air carrier ops with more than 30

passenger seats except 48 hrs PPR call arpt manager

706-295-7835. Military air cargo drop (C-130) in progress

2330-0130Z Tue and Thu at NE end of Rwy 07-25. Ultraflight

activity on and in/ov arpt. Deer on and in/ov arpt. ACTIVATE HIRL

Rwy 01-19; PAPI Rwy 01 and Rwy 19 and MALS Rwy 01—CTAF.

VOR ground checkpoints avbl. Barrels on ramp area SW of

terminal bldg.

**WEATHER DATA SOURCES:** ASOS 119.925 (706) 235-3467.

HIWAS 115.4 RMG.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

Ⓡ ATLANTA CENTER APP/DEP CON 133.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE RMG.

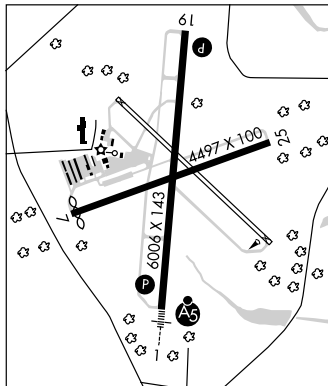
ROME (H) VORTACW 115.4 RMG Chan 101 N34°09.75'

W85°07.17' 349°11.4 NM to fld. 1150/01E.

HIWAS.

FLOYD NDB (MHW) 388 OYD N34°17.93' W85°09.85' 007° 3.1 NM to fld (Unmonitored indef)

ILS/DME 111.15 I-HBQ Chan 48(Y) Rwy 01. LOC unmonitored 0600-1600Z



**ROOSEVELT MEML** (See WARM SPRINGS)

**RUST AIRSTRIP** (See WOOLSEY)

**ST MARYS** (4J6) 2 N UTC-5(-4DT) N30°45.20' W81°33.50'

23 B FUEL 100LL, JET A+ NOTAM FILE MCN

RWY 04-22: H5021X100 (ASPH) S-20 MIRL

RWY 04: Thld dsplcd 758'. Trees/Brush.

RWY 22: Thld dsplcd 981'. Trees/Brush.

RWY 13-31: H4000X75 (ASPH)

RWY 13: Thld dsplcd 699'. Trees.

RWY 31: Thld dsplcd 700'. Trees.

**AIRPORT REMARKS:** Attended 1300-2130Z. 100LL self svc fuel with

credit card. Parachute Jumping. Recommend two-way radio

communications be utilized with the controlling agencies, while

flying in the vicinity of St. Mary's arpt due to a flight restriction 1/2

to 2 1/2 miles N, NE of arpt. Rwy 04-22 lighting does not indicate

dsplcd thld. MIRL Rwy 04-22 preset low ints; to increase ints

ACTIVATE—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ JACKSONVILLE APP/DEP CON 127.0

**RADIO AIDS TO NAVIGATION:** NOTAM FILE SSI.

BRUNSWICK (L) VORTAC 109.8 SSI Chan 35 N31°03.03'

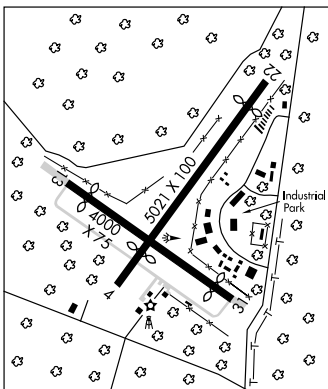
W81°26.76' 202° 18.7 NM to fld. 10/04W.

ASR

**JACKSONVILLE**

H-9B, 12F, L-24G, A

IAP





LOC/DME I-HBQ  
**111.15**  
Chan **48 (Y)**

APP CRS  
**007°**

Rwy Idg **6006**  
TDZE **635**  
Apt Elev **644**

**ILS/DME RWY 1**  
ROME/RICHARD B. RUSSELL (RMG)

- ▼ Circling not authorized northwest of Runways 7 and 19.  
▲ Circling not authorized west of Runways 1-19 at night.

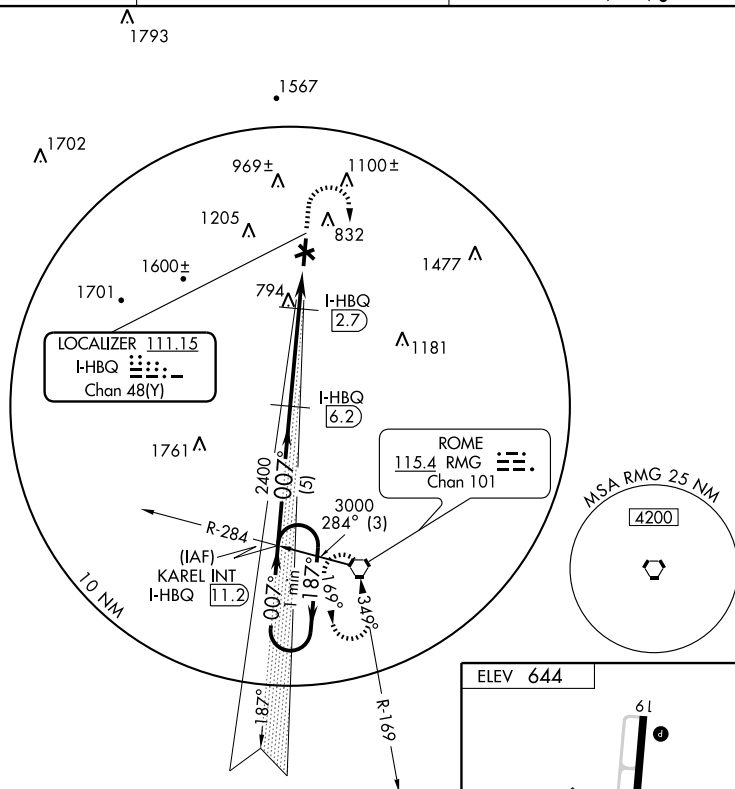


MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 direct RMG VORTAC and hold.

ASOS  
**119.925**

ATLANTA CENTER  
**133.8 353.7**

UNICOM  
**123.0 (CTAF) ①**



One Minute  
Holding Pattern

KAREL INT  
I-HBQ 11.2

3000  
GS 3.00°  
TCH 49

2400  
\*LOC only

2302  
\*1200

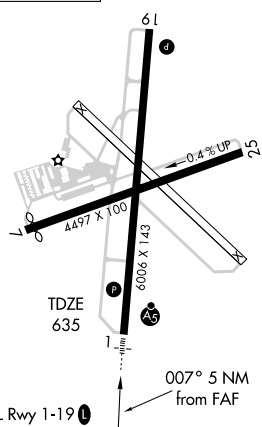
1100

4000

RMG  
115.4

I-HBQ 2.7

I-HBQ 1.2



CATEGORY	A	B	C	D
S-ILS 1	835-1/2	200 (200-1/2)		
S-LOC 1	1000-1/2	365 (400-1/2)		1000-3/4 365 (400-3/4)
CIRCLING	1160-1	516 (600-1)	1160-1 1/2 516 (600-1 1/2)	1360-2 1/4 716 (800-2 1/4)

Knots	60	90	120	150	180
Min:Sec					

APP CRS **007°** Rwy Idg **6006**  
 TDZE **636**  
 Apt Elev **644**

**RNAV (GPS) RWY 1**  
 ROME/RICHARD B. RUSSELL (R.M.G.)

**▼** Inoperative table does not apply to LNAV Cat. A and B. Circling NA West of Rwy 1-19 at night. Circling NA Northwest of Rwy 7 and 19. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Cartersville altimeter setting and increase all MDA 80 feet, and increase LNAV Cat. D visibility ¼ mile. For inoperative MALSR, increase LNAV Cat. C visibility ¼ mile.

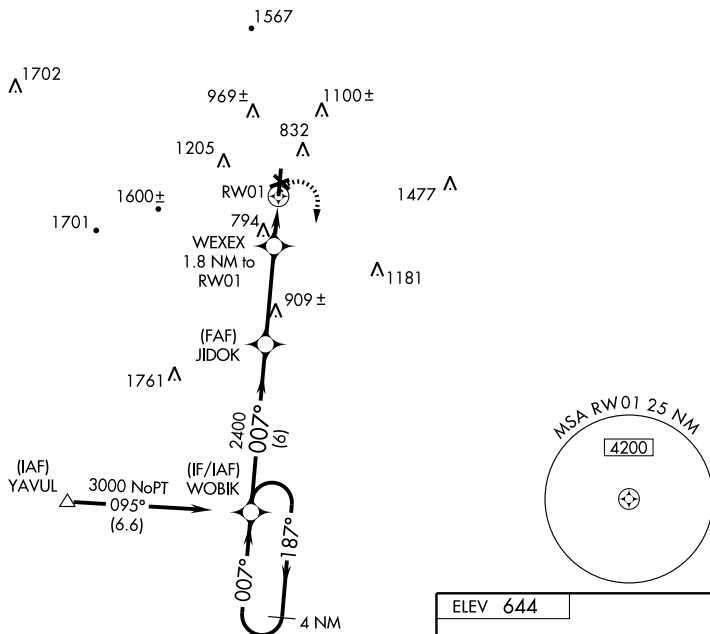


**MISSED APPROACH:**  
 Climbing right turn to 3000 direct WOBK and hold.

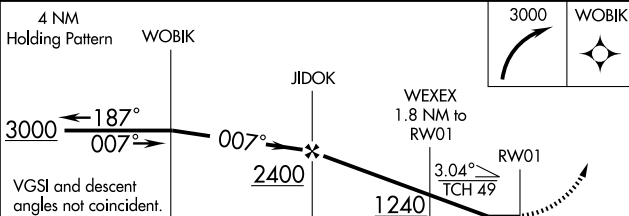
ASOS  
**119.925**

ATLANTA CENTER  
**133.8 353.7**

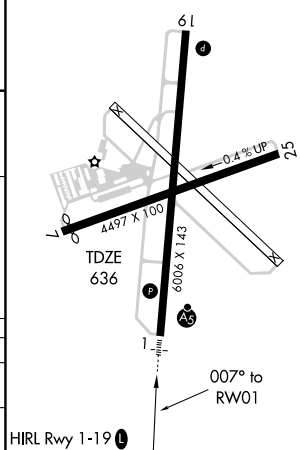
UNICOM  
**123.0 (CTAF) 0**



ELEV 644



CATEGORY	A	B	C	D
LNAV MDA	1100-1		464 (500-1)	
CIRCLING	1160-1	516 (600-1)	1160-1½ 516 (600-1½)	1360-2¼ 716 (800-2¼)



APP CRS **057°**  
 Rwy Idg **4382**  
 TDZE **643**  
 Apt Elev **644**

**RNAV (GPS) RWY 7**  
 ROME/RICHARD B. RUSSELL (RMG)

**▼** Circling NA Northwest of Rws 7 and 19. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Cartersville altimeter setting and increase all MDA 80 feet and LNAV Cat. D and Circling Cat. D visibility ¼ mile. Procedure NA at night.

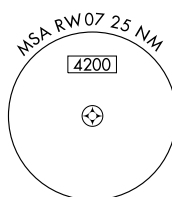
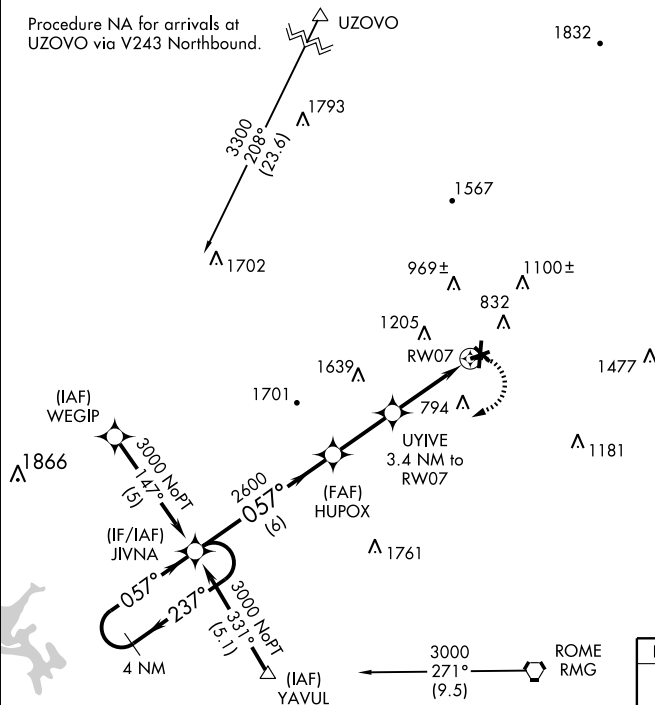
**MISSED APPROACH:**  
 Climbing right turn to 3000  
 direct JIVNA and hold.

ASOS  
**119.925**

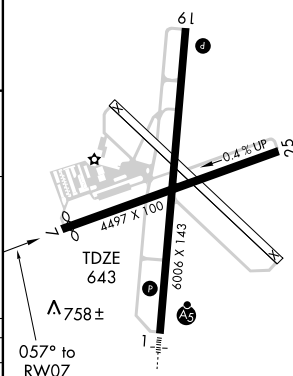
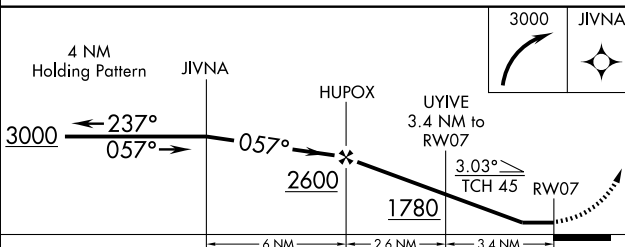
ATLANTA CENTER  
**133.8 353.7**

UNICOM  
**123.0 (CTAF) 0**

Procedure NA for arrivals at  
 UZOVO via V243 Northbound.



ELEV **644**



CATEGORY	A	B	C	D
LNAV MDA	1060-1 417 (500-1)		1060-1¼ 417 (500-1¼)	
CIRCLING	1160-1 516 (600-1)		1160-1½ 516 (600-1½)	1360-2¼ 716 (800-2¼)

HIRL Rwy 1-19 0

WAAS CH <b>48811</b> <b>W19A</b>	APP CRS <b>187°</b>	Rwy Idg TDZE <b>634</b> Apt Elev <b>644</b>
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**RNAV (GPS) RWY 19**

ROME/RICHARD B. RUSSELL (RMG)

⚠ Circling NA West of Rwy 1-19 at night. Circling NA Northwest of Rwy 7 and 19.  
 ⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Cartersville altimeter setting and increase LPV DA to 1069 and all MDA 80 feet and LNAV Cats. B, C and D and Circling Cats. B, C and D visibility ¼ mile. VDP NA when using Cartersville altimeter setting.

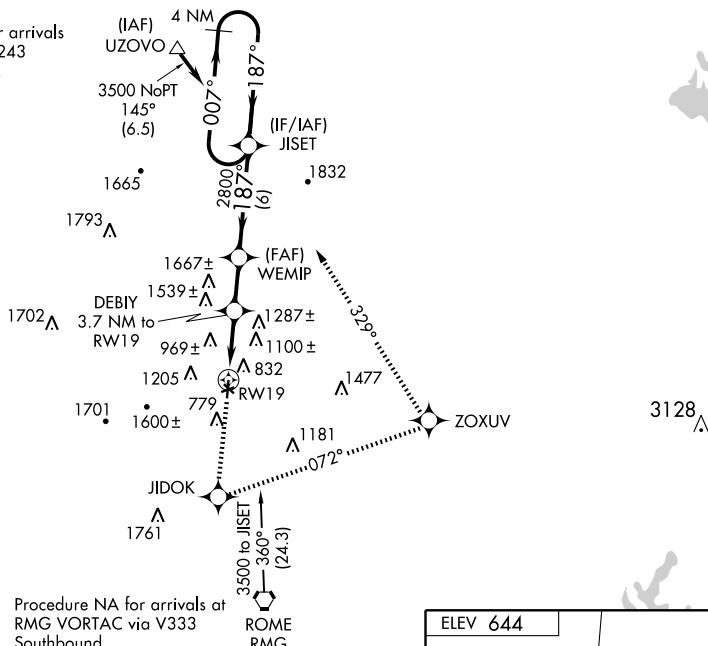
MISSED APPROACH: Climb to 3500  
 direct JIDOK and left turn via 072°  
 track to ZOZUV and left turn via  
 329° track to JISET and hold.

 ASOS  
**119.925**

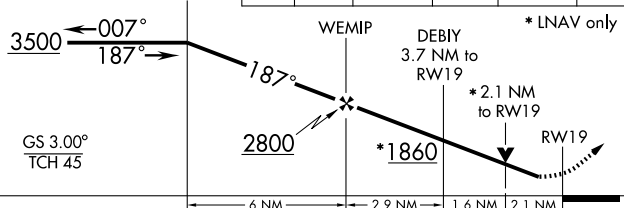
 ATLANTA CENTER  
**133.8 353.7**

 UNICOM  
**123.0 (CTAF) ①**

Procedure NA for arrivals at  
 at UZOVO via V243  
 Northeast bound.

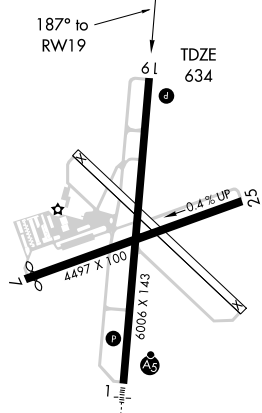


Procedure NA for arrivals at  
 RMG VORTAC via V333  
 Southbound.

 4 NM  
 Holding Pattern


CATEGORY	A	B	C	D
LPV DA	1005-1¼		371 (400-1¼)	
LNAV MDA	1340-1	706 (700-1)	1340-2	1340-2¼
			706 (700-2)	706 (700-2¼)
CIRCLING	1340-1	696 (700-1)	1340-2	1360-2¼
			696 (700-2)	716 (800-2¼)

ELEV 644



HIRL Rwy 1-19 ①

APP CRS **252°**  
 Rwy Idg **4497**  
 TDZE **638**  
 Apt Elev **644**

# RNAV (GPS) RWY 25

ROME/RICHARD B. RUSSELL (RMG)

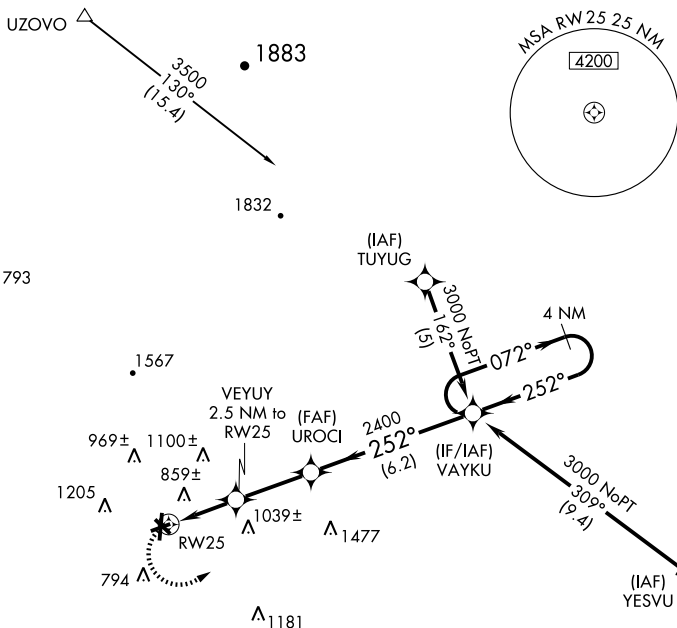
**▼** Circling NA Northwest of Rwy 7 and 19. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Cartersville altimeter setting and increase all MDA 80 feet and LNAV Cats. C and D and Circling Cat. D visibility ¼ mile. Procedure NA at night.

**MISSED APPROACH:**  
 Climbing left turn to 3000  
 direct VAYKU and hold.

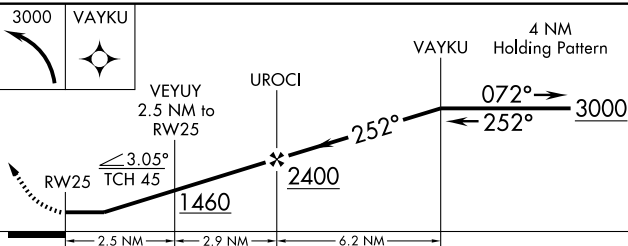
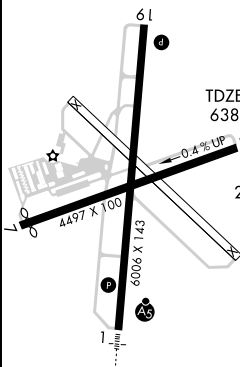
ASOS  
**119.925**

ATLANTA CENTER  
**133.8 353.7**

UNICOM  
**123.0 (CTAF) 1**



ELEV **644**



CATEGORY	A	B	C	D
LNAV MDA	1100-1	462 (500-1)	1100-1½ 462 (500-1½)	1100-1½ 462 (500-1½)
CIRCLING	1160-1	516 (600-1)	1160-1½ 516 (600-1½)	1360-2¼ 716 (800-2¼)

HIRL Rwy 1-19 1

ROME, GEORGIA

Orig-A 09127

34° 21'N-85° 10'W

ROME/RICHARD B. RUSSELL (RMG)

# RNAV (GPS) RWY 25

(UZOVO1.UZOVO) 07298

SL-855 (FAA)

ROME/ RICHARD B. RUSSELL (RMG)  
ROME, GEORGIA

## UZOVO ONE DEPARTURE

ATLANTA CENTER  
133.8 353.7  
CHATTANOOGA DEP CON  
125.1 379.1  
ASOS 119.925

## TAKEOFF MINIMUMS:

Rwys 7, 25 NA- Air Traffic

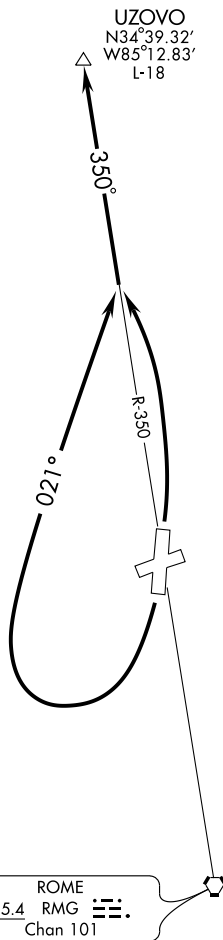
Rwy 1: Standard with minimum climb of  
365 feet per NM to 2100.

Rwy 19: Standard with minimum climb of  
350 feet per NM to 2200.

## TAKEOFF OBSTACLES:

NOTE: Rwy 1: Tree 1557 feet from DER, 490 feet left  
of centerline, 42 feet AGL/671 feet MSL.  
Numerous trees beginning 1577 feet from DER,  
250 feet left of centerline, up to 93 feet AGL/762  
feet MSL. Tree 3650 feet from DER, 423 feet  
right of centerline, 78 feet AGL/727 feet MSL.

NOTE: Rwy 19: Bush 91 feet from DER, 290 feet right  
of centerline, 3 feet AGL/642 feet MSL. Terrain  
301 feet from DER, 342 feet right of centerline,  
646 feet MSL. Tree 556 feet from DER, 602 feet  
left of centerline, 67 feet AGL/716 feet MSL. Tree  
904 feet from DER, 134 feet left of centerline, 38  
feet AGL/657 MSL. Tree 775 feet from DER, 501  
feet left of centerline, 53 feet AGL/672 feet MSL.  
Tree 3025 from DER, 57 feet right of centerline, 88  
feet AGL/717 feet MSL. Tree 2980 feet from DER,  
70 feet left of centerline, 86 feet AGL/629 feet MSL.  
Numerous trees beginning 2867 feet from DER,  
569 feet right of centerline, up to 94 feet AGL/723  
feet MSL.



NOTE: DME Required.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1: Climbing left turn to intercept RMG VORTAC R-350 to UZOVO INT, then via assigned route....

TAKEOFF RWY 19: Climbing right turn heading 021° and RMG VORTAC R-350 to UZOVO INT, then via assigned route....

....Maintain 4000, expect filed altitude 10 minutes after departure.

UZOVO ONE DEPARTURE

(UZOVO1.UZOVO) 07298

ROME, GEORGIA  
ROME/ RICHARD B. RUSSELL (RMG)

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010

VORTAC RMG <b>115.4</b> Chan <b>101</b>	APP CRS <b>349°</b>	Rwy Idg <b>6006</b> TDZE <b>636</b> Apt Elev <b>644</b>
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VOR/DME RWY 1

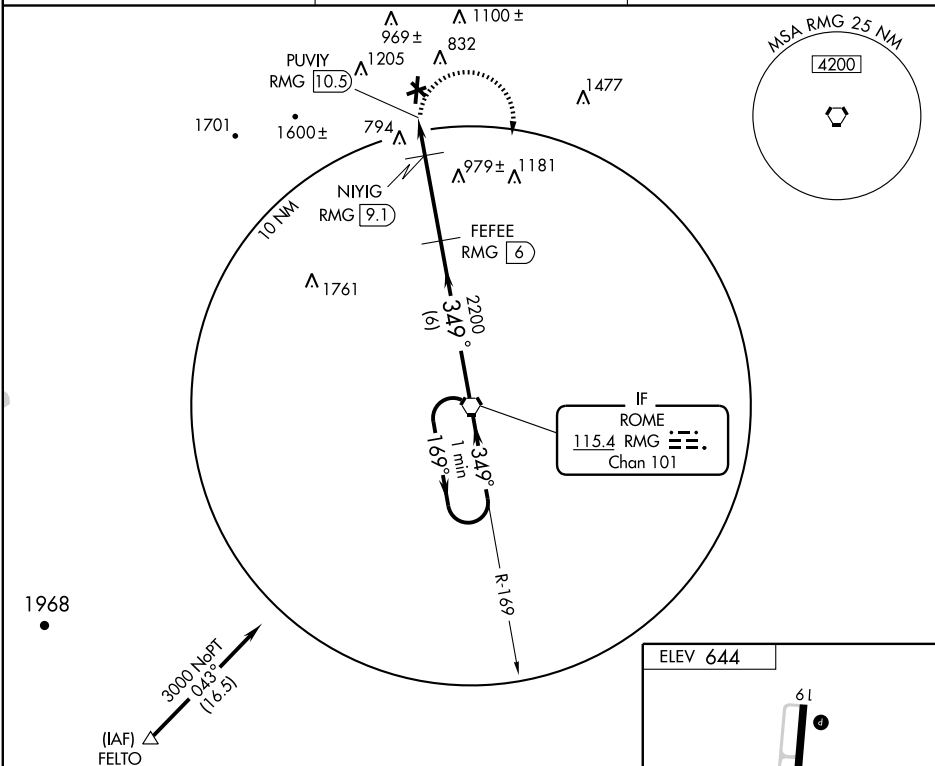
ROME/RICHARD B. RUSSELL (RMG)

**T** Inoperative table does not apply. Circling NA West of Rwy 1-19 at night. Circling NA Northwest of Rwy 7 and 19. Visibility reduction by helicopters NA. When local altimeter setting not received, use Cartersville altimeter setting and increase all MDA 80 feet and S-1 Cats. C and D and Circling Cat. D visibility  $\frac{1}{4}$  mile.

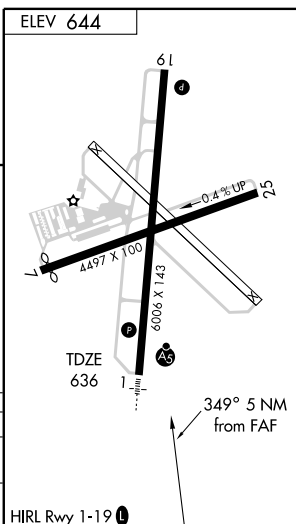
MALSR

**MISSED APPROACH:** Climbing right turn to 4000 direct RMG VORTAC and hold, continue climb-in-hold to 4000.

ASOS <b>119.925</b>	ATLANTA CENTER <b>133.8 353.7</b>	UNICOM <b>123.0 (CTAF) 0</b>
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CATEGORY	A	B	C	D
S-1	1100-1	464 (500-1)	1100-1¼ 464 (500-1¼)	1100-1½ 464 (500-1½)
CIRCLING	1160-1	516 (600-1)	1160-1½ 516 (600-1½)	1360-2¼ 716 (800-2¼)







**SANDERSVILLE**

**KAOLIN FLD** (OKZ) 2 SW UTC-5(-4DT) N32°58.00' W82°50.29'

438 B S4 **FUEL** 100LL, JET A NOTAM FILE MCN

**RWY 12-30:** H5015X75 (ASPH) S-17 MIRL 0.6% up SE

**RWY 12:** PAPI(P2L)—GA 3.0° TCH 35'.

**RWY 30:** PAPI(P2L)—GA 3.6° TCH 38'.

**AIRPORT REMARKS:** Attended Mon-Fri 1300-2200Z†. Deer on and in vof  
rwys and twys. MIRL Rwy 12-30 preset low ints dusk-0300Z†, to  
increase ints and **ACTIVATE** after 0300Z†—CTAF. **ACTIVATE** PAPI  
Rwys 12 and 30—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 120.575 (478) 240-9432.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

Ⓡ **ATLANTA APP/DEP CON** 124.2 (blo 7000') 119.6 (7000' and abv)  
(1115-0500Z†)

**ATLANTA CENTER APP/DEP CON** 123.95 (0500-1115Z†)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCN.

**DUBLIN (L) VORTAC** 113.1 DBN Chan 78 N32°33.81'

W82°49.80' 004° 24.2 NM to fld. 300/05W.

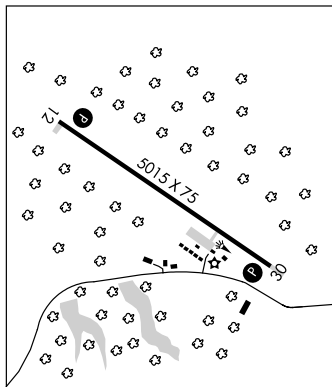
**HIWAS.**

**NDB (MH)** 360 HIT N33°01.02' W82°56.37' 125°5.9 NM to  
fld. NDB unmonitored 2330-1330Z†.

**ATLANTA**

H-9B, 12F, L-18J

**IAP**





APP CRS **125°**  
 Rwy Idg **5015**  
 TDZE **430**  
 Apt Elev **438**

# RNAV (GPS) RWY 12

SANDERSVILLE/ KAOLIN FIELD (OKZ)

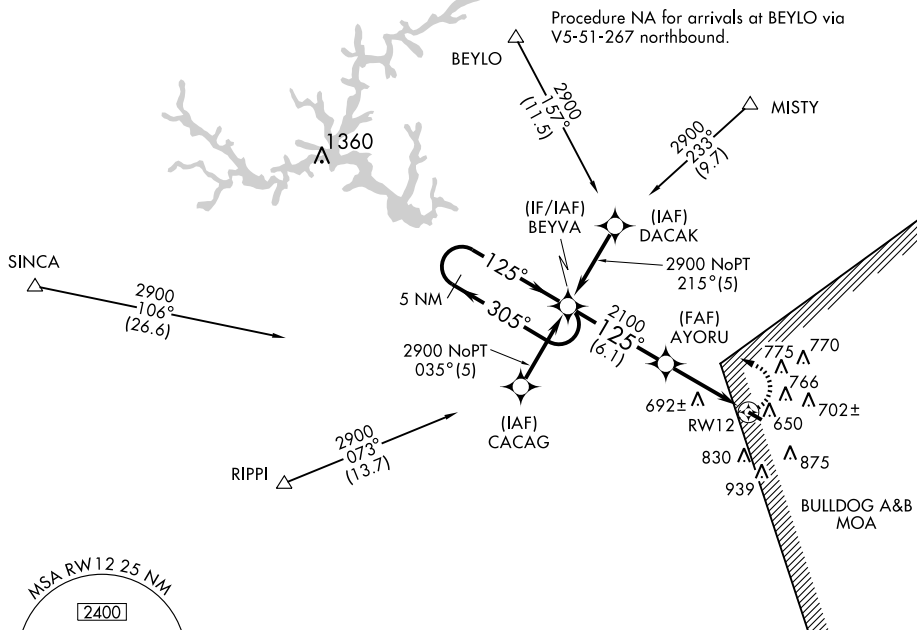
**NA** When local altimeter setting not received, use Swainsboro altimeter setting and increase all MDAs 100 feet, and all Cat. C visibilities ¼ mile.  
 VDP NA when using Swainsboro altimeter setting. DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climbing left turn to 2900 direct BEYVA and hold.

AWOS-3  
**120.575**

ATLANTA APP CON ★  
**124.2 279.6**

UNICOM  
**123.0 (CTAF) ①**



MSA RW12 2.5 NM  
**2400**

ELEV **438**

5 NM  
 Holding Pattern

BEYVA

AYORU

2900

BEYVA

2900 ← 305°  
 125° →

VGSI and descent  
 angles not coincident.

2100

1.5 NM  
 to RW12

RW12

3.05°

TCH 35

6.1 NM

3.6 NM

1.5

CATEGORY	A	B	C	D
RNAV MDA	920-1	490 (500-1)	920-1¼ 490 (500-1¼)	NA
CIRCLING	1000-1	562 (600-1)	1120-2 682 (700-2)	NA

MIRL Rwy 12-30 ①

APP CRS **306°**  
 Rwy Idg **5015**  
 TDZE **438**  
 Apt Elev **438**

# RNAV (GPS) RWY 30

SANDERSVILLE/ KAOLIN FIELD (OKZ)

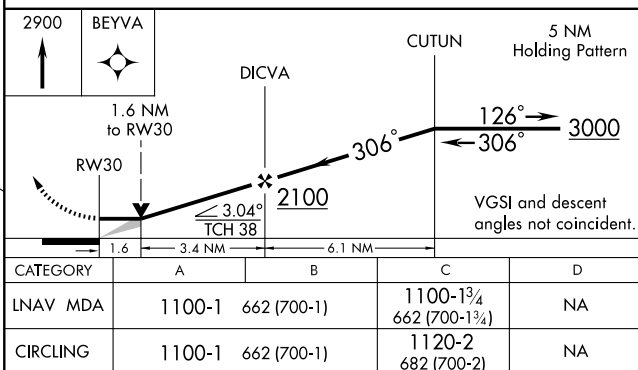
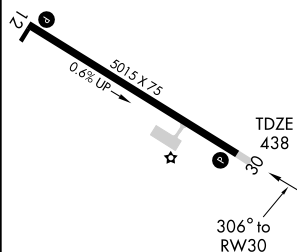
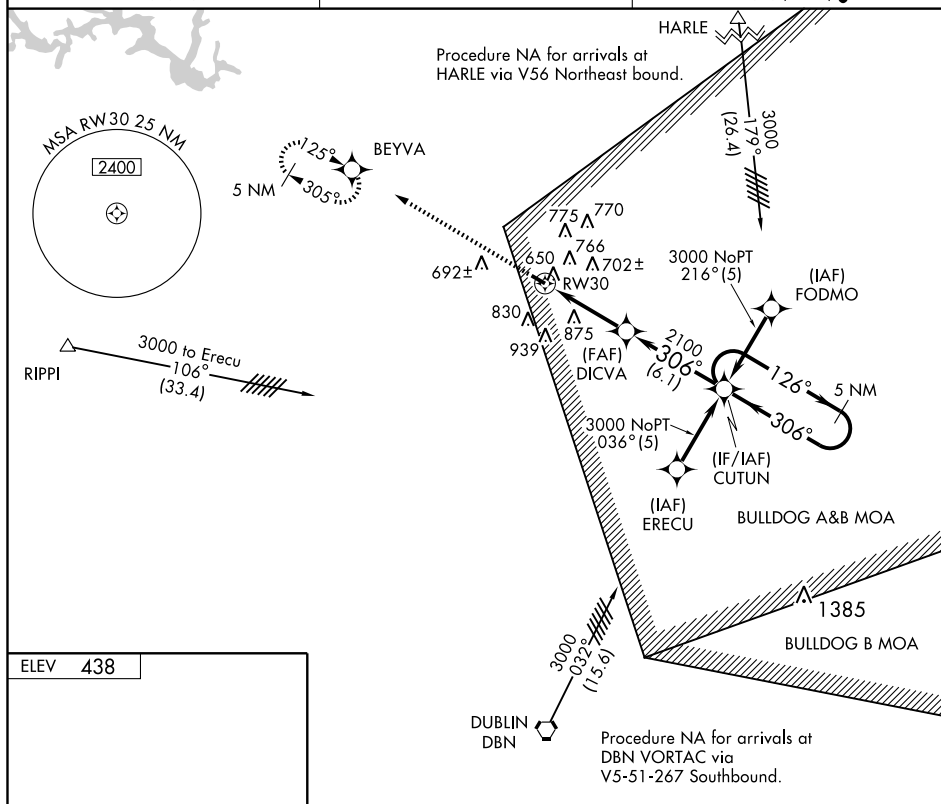
When local altimeter setting not received, use Swainsboro altimeter setting and increase all MDAs 100 feet; increase all Cat. B visibilities to 1¼ and all Cat. C visibilities to 2¼. VDP NA when using Swainsboro altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2900 direct BEYVA and hold.

AWOS-3  
**120.575**

ATLANTA APP CON ★  
**124.2 279.6**

UNICOM  
**123.0 (CTAF) 0**



MIRL Rwy 12-30 0

SANDERSVILLE, GEORGIA

Amdt 1 07354

SANDERSVILLE/ KAOLIN FIELD (OKZ)

32° 58'N-82° 50'W

RNAV (GPS) RWY 30

VORTAC DBN <b>113.1</b> Chan <b>78</b>	APP CRS <b>004°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>438</b>
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VOR/DME-A

SANDERSVILLE/ KAOLIN FIELD (OKZ)

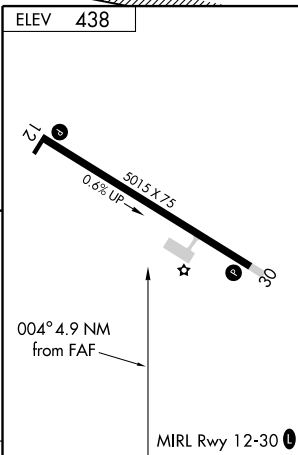
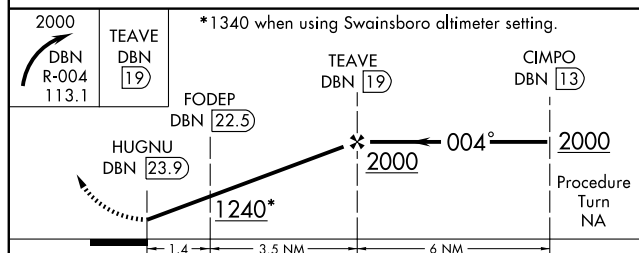
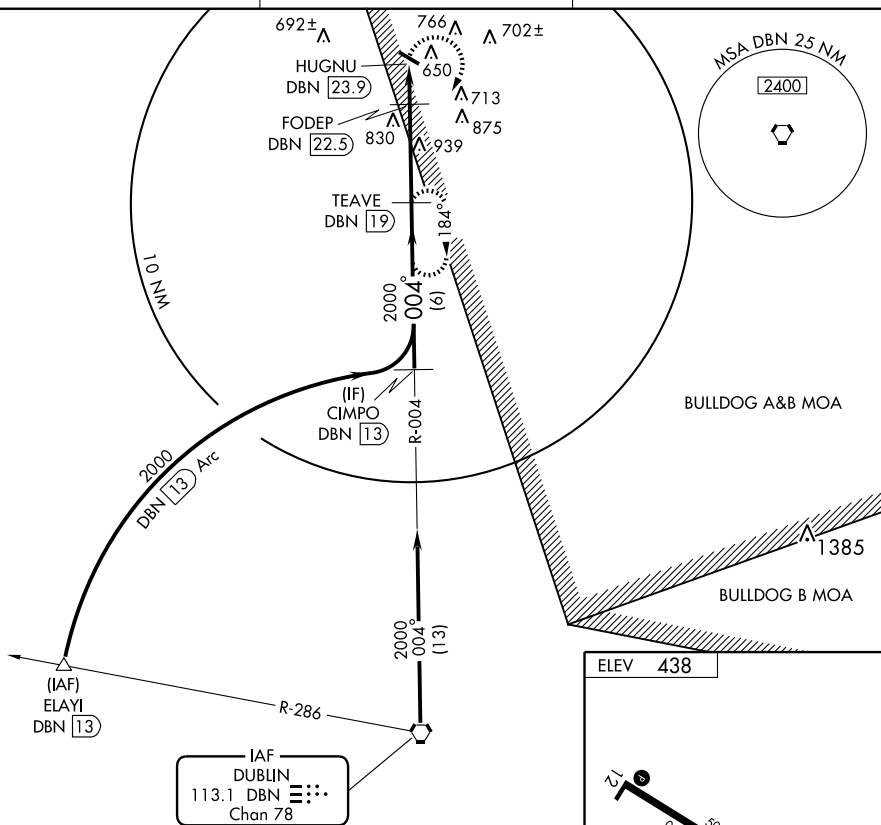
**V** When local altimeter setting not received, use Swainsboro altimeter setting and increase all MDAs 100 feet; increase Cat. C visibility to 2¼.

MISSED APPROACH: Climbing right turn to 2000 via DBN R-004 to TEAVE/DBN 19 DME and hold.

AWOS-3  
**120.575**

ATLANTA APP CON ★  
**124.2 279.6**

UNICOM  
**123.0** (CTAF) **0**



CATEGORY	A	B	C	D	Knots	60	90	120	150	180
CIRCLING	1000-1 562 (600-1)	1000-1¼ 562 (600-1¼)	1120-2 682 (700-2)	NA	Min:Sec					

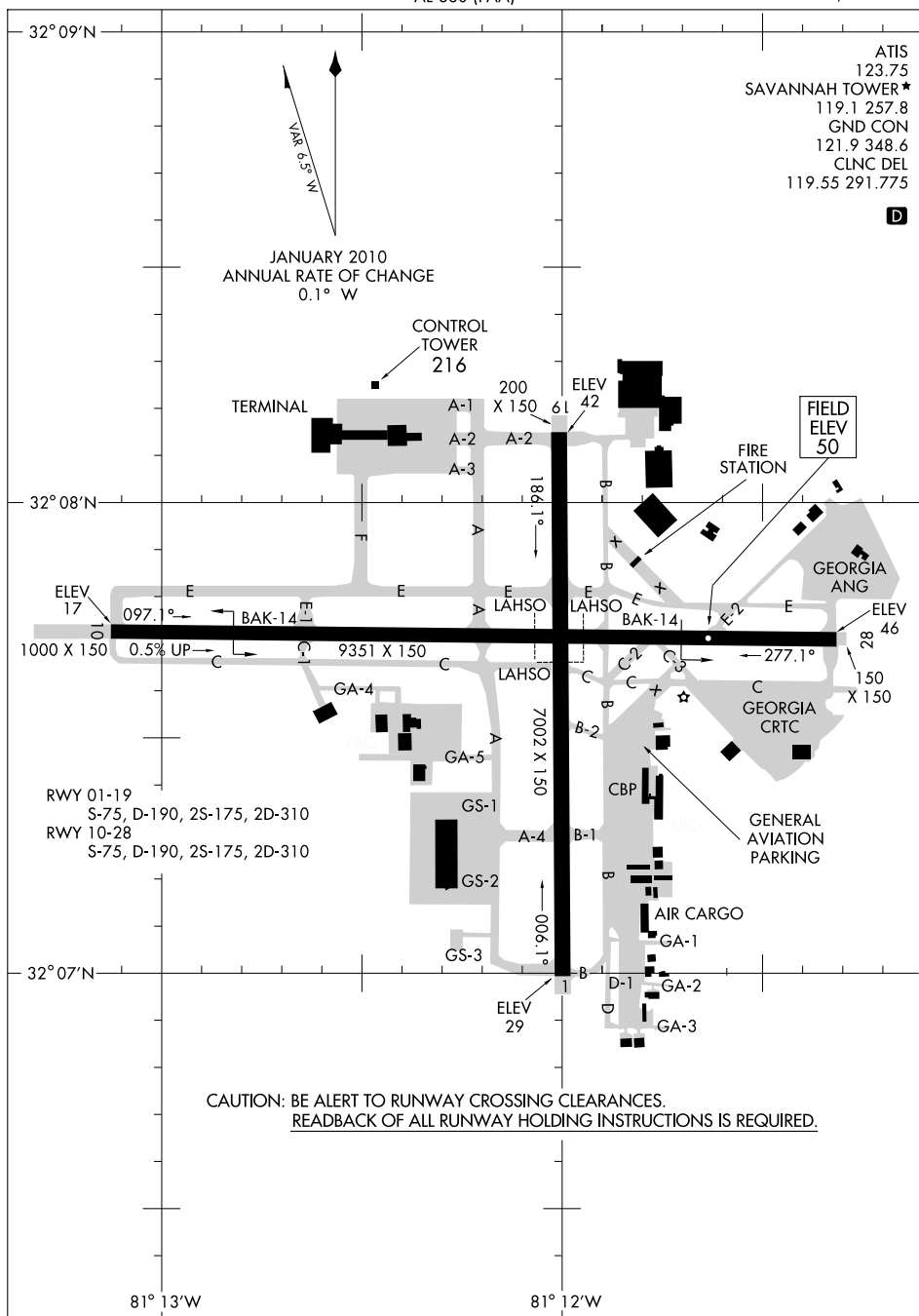
# AIRPORT DIAGRAM

AL-380 (FAA)

SAVANNAH/HILTON HEAD INTL (SAV)  
SAVANNAH, GEORGIA

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010



# AIRPORT DIAGRAM

SAVANNAH, GEORGIA  
SAVANNAH/HILTON HEAD INTL (SAV)

10210

**SAVANNAH/HILTON HEAD INTL** (SAV) 7 NW UTC-5(-4DT) N32°07.66' W81°12.13'

50 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 TPA—See Remarks LRA

Class I, ARFF Index C NOTAM FILE SAV

**RWY 10-28:** H9351X150 (CONC-GRVD) S-75, D-190, 2S-175, 2D-310 HIRL CL

**RWY 10:** MALSR(NSTD). TDZL. PAPI(P4L)—GA 3.0° TCH 69'. 0.5% up.

**RWY 28:** REIL. VASI(V4L)—GA 3.0° TCH 55'.

**RWY 01-19:** H7002X150 (CONC-WC) S-75, D-190, 2S-175, 2D-310 HIRL

**RWY 01:** PAPI(P4L)—GA 3.0° TCH 73'.

**RWY 19:** REIL. VASI(V4R)—GA 3.0° TCH 52'.

**LAND AND HOLD SHORT OPERATIONS**

LANDING	HOLD SHORT POINT	DIST AVBL
<b>RWY 01</b>	10-28	4050
<b>RWY 10</b>	01-19	5450
<b>RWY 28</b>	01-19	3250

**RUNWAY DECLARED DISTANCE INFORMATION**

<b>RWY 01:</b> TORA-7002	TODA-7002	ASDA-7002	LDA-7002
<b>RWY 10:</b> TORA-9351	TODA-9351	ASDA-9201	LDA-9201
<b>RWY 19:</b> TORA-7002	TODA-7002	ASDA-7002	LDA-7002
<b>RWY 28:</b> TORA-9351	TODA-9351	ASDA-9351	LDA-9351

**ARRESTING GEAR/SYSTEM**

**RWY 10 BAK-14 BAK-12A(B)** (1500')

**BAK-14 BAK-12A(B)** (1977') **RWY 28**

**AIRPORT REMARKS:** ATTENDED 1100-0500Z+. CAUTION-Birds and deer on and in/ov arpt. No 180 degree turns on ASPH for acft over 12500 lbs gross. Twy A south of Twy A4 CLOSED when ATCT clsd due to ILS critical area. Twy B2 Twy C2 are limited to 12500 lbs. South general aviation apron clsd to acft with wingspan greater than 95'. Twys B, C and E limited to dual wheel acft up to 173,000 lbs and dual tandem wheel acft up to 310,000 lbs. Twy E clsd from Rwy 28 to but not including Twy E2 to acft with wingspan of 175' or greater. Twy E west of Twy E1 clsd when twr clsd due to ILS critical area. Twy E2 connector clsd to acft ldg Rwy 28. Distance from touchdown too short for safe turn. Rwy 01 touchdown rwy visual range avbl. TPA—conventional 1550 (1500), overhead 2050 (2000). PPR for parking of general aviation acft on the air carrier terminal ramp ctc 912-964-7501. When twr clsd ACTIVATE REIL Rwy 28 and rwy/apch lgt for preselected favorable rwy—CTAF. MALSR Rwy 10 NSTD; spacing does not meet FAA standards. Flight Notification Service (ADCUS) avbl.

**WEATHER DATA SOURCES:** ASOS (912) 966-0364. HIWAS 115.95 SAV. LLWAS.

**COMMUNICATIONS:** CTAF 119.1 ATIS 123.75 UNICOM 122.95

RCO 115.95T 122.1R (MACON RADIO)

RCO 123.65 (MACON RADIO)

**(R) APP/DEP CON** 125.3 (011°-109°) 118.4 (270°-010°) 120.4 (110°-269°) 121.1 (1100-0500Z+)

**JACKSONVILLE CENTER APP/DEP CON** 120.85. (0500-1100Z+)

**TOWER** 119.1 (1100-0500Z+) **GND CON** 121.9 **CLNC DEL** 119.55

**AIRSPACE:** CLASS C svc 1100-0500Z+ ctc **APP CON** other times CLASS E.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE SAV.

**(H) VORTAC** 115.95 SAV Chan 106(Y) N32°08.78' W81°11.95' 194° 1.1 NM to fld. 9/6W. **HIWAS.**

DME unusable:

085°-100° byd 39 NM blo 3000';

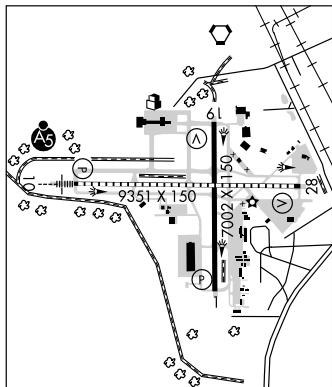
342°-343° byd 30 NM all altitudes

126°-132° byd 33 NM blo 3000';

**MAVIS NDB (LOM)** 368 SA N32°07.79' W81°19.89' 097° 6.6 NM to fld.

**ILS** 109.9 I-SAV Rwy 10. LOM MAVIS NDB.


**ILS** 111.9 I-TPV Rwy 01. Class IA. LOC unusable byd 30° left of course. LOC unusable from 1.2 NM to thld.

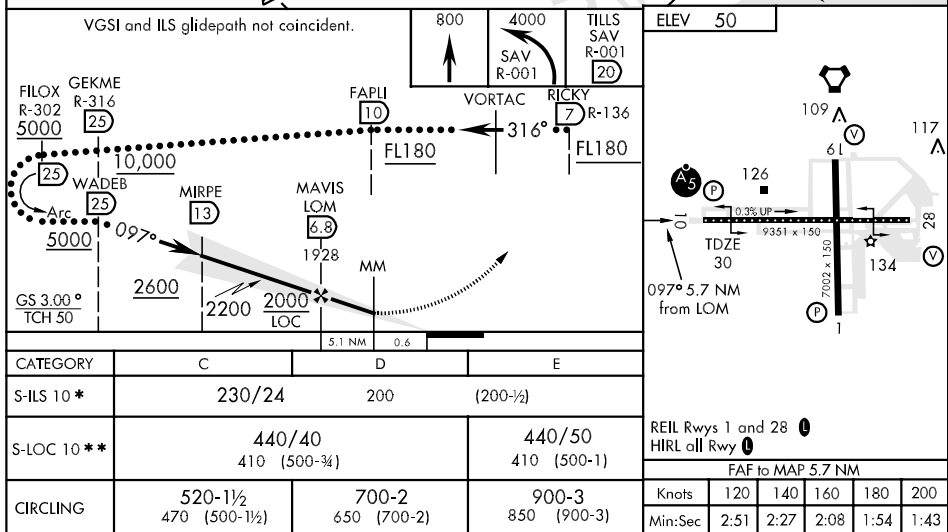
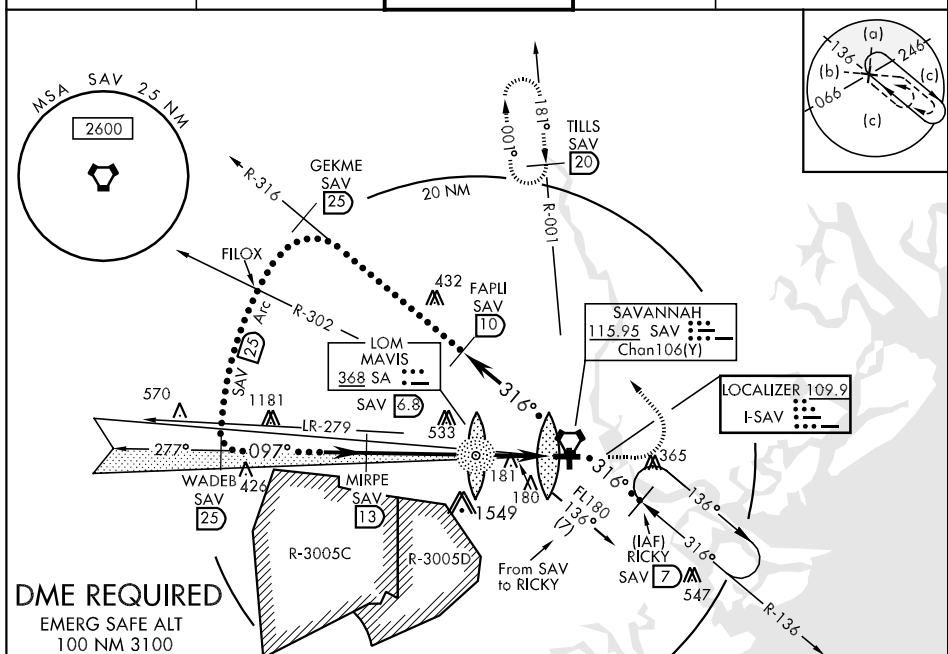


**CHARLOTTE**

**H-9B, 12F, L-24H**

**IAP, AD**

LOC I-SAV <b>109.9</b>	APCH CRS <b>097°</b>	Rwy Idg <b>9351</b> TDZE <b>30</b> Apx Elev <b>50</b>	JAL-380 [USAF]	SAVANNAH/HILTON HEAD INTL (KSAV)
<b>▼ Procedure NA when Control Tower closed.</b> <b>* When ALS inop, increase CAT CDE vis to ¾ mile.</b> <b>** When ALS inop, increase CAT CD vis to 1 ½ miles and CAT E vis to 1 ½ miles.</b>			 <b>MALS</b> <b>MISSED APPROACH:</b> Climb to 800, then climbing left turn to 4000 via heading 330° and SAV VORTAC R-001 to TILLS/SAV 20 DME and hold.	
<b>ATIS ★</b> <b>123.75</b>	<b>SAVANNAH APP CON</b> <b>125.3 353.775</b>	<b>SAVANNAH TOWER ★</b> <b>119.1 (CTAF) 0 257.8</b>	<b>GND CON</b> <b>121.9 348.6</b>	<b>CLNC DEL</b> <b>119.55 291.775</b>



SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4. 26 AUG 2010 to 23 SEP 2010





LOC I-SAV	APP CRS	Rwy Idg	9201
<u>109.9</u>	<u>097°</u>	TDZE	30
		Apt Elev	50

## ILS or LOC RWY 10

SAVANNAH/ HILTON HEAD INTL (SAV)

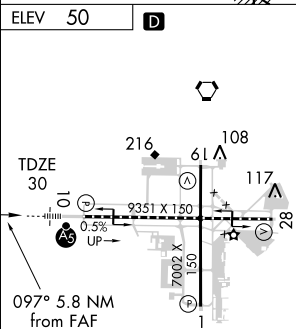
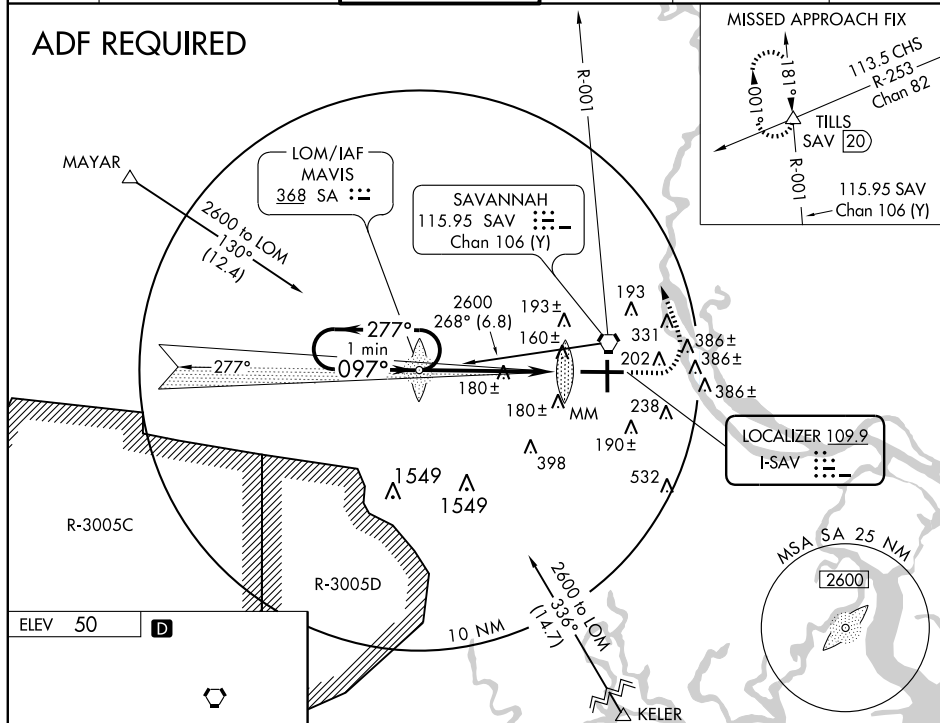
**ADF REQUIRED.** When local altimeter setting not received, use Hilton Head Island, SC altimeter setting and increase all DA 65 feet and all MDA 80 feet and S-ILS 10 all Cats visibility to RVR 2400 and S-LOC 10 Cat D and Circling Cat D visibilities ¼ mile. For inoperative MALSR when using Hilton Head Island altimeter setting, increase S-ILS 10 all Cats visibility to RVR 5000.



**MISSED APPROACH:** Climb to 800, then climbing left turn to 4000 via heading 330° and SAV VORTAC R-001 to TILLS INT/SAV 20 DME and hold.

ATIS <b>123.75</b>	SAVANNAH APP CON* <b>125.3 371.875</b>	SAVANNAH TOWER* <b>119.1(CTAF) 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>119.55 291.775</b>	UNICOM <b>122.95</b>
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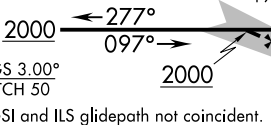
## ADF REQUIRED



TDZ/CL Rwy 10						
REIL Rwy 19						
REIL Rwy 28						
HIRL Rws 1-19 and 10-28						
FAF to MAP 5.8 NM						
Knots	60	90	120	150	180	
Min:Sec	5:48	3:52	2:54	2:19	1:56	

SAVANNAH, GEORGIA

Amdt 27A 09239

One Minute Holding Pattern		MAVIS LOM	800 ↑	4000 HDG 330°	SAV R-001	TILLS △
		1928				
GS 3.00° TCH 50		VGSi and ILS glidepath not coincident.				
CATEGORY	A	B	C	D		
S-ILS 10	230/18 200 (200-½)					
S-LOC 10	440/24 410 (400-½)			440/40 410 (400-¾)		
CIRCLING	520-1 470 (500-1)			520-1½ 470 (500-1½)		700-2 650 (700-2)

SAVANNAH/ HILTON HEAD INTL (SAV)

## ILS or LOC RWY 10

WAAS CH <b>45515</b> <b>W01A</b>	APP CRS <b>006°</b>	Rwy Idg <b>7002</b> TDZE <b>39</b> Apt Elev <b>50</b>
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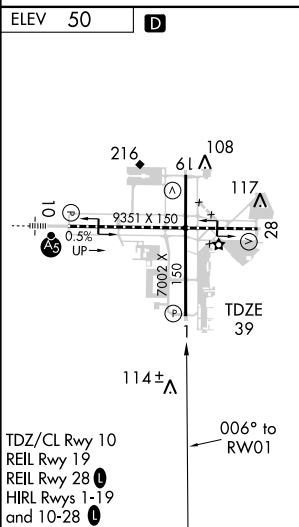
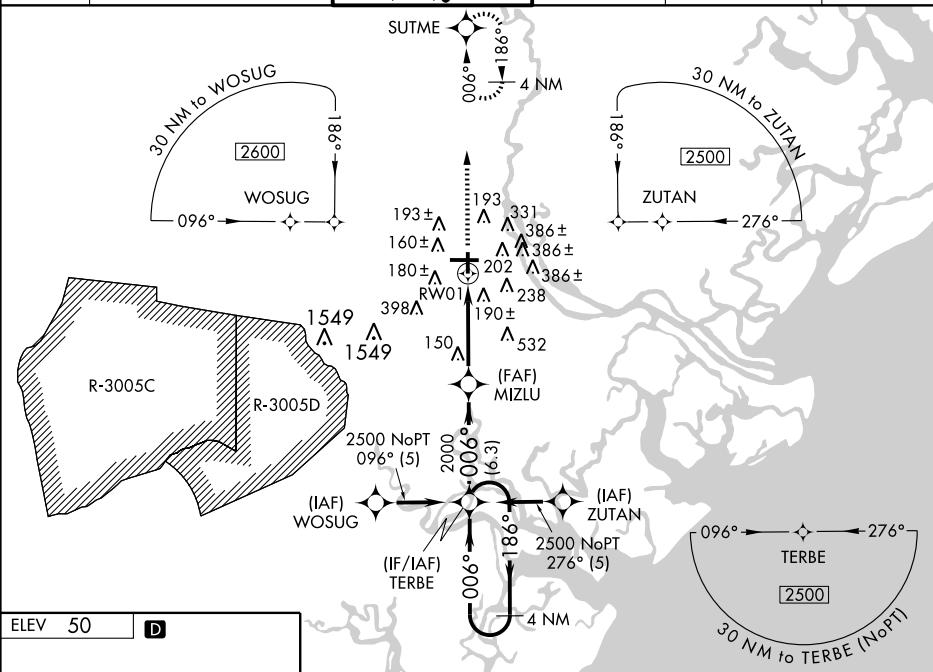
# RNAV (GPS) RWY 1

SAVANNAH/ HILTON HEAD INTL (SAV)

**▼** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hilton Head Island, SC altimeter setting and increase all LPV DA 65 feet, LNAV/VNAV DA 126 feet, all MDA 80 feet and LPV all Cats, LNAV Cats C/D and Circling Cat D visibilities ¼ mile and LNAV/VNAV all Cats visibility ½ mile. VDP and Baro-VNAV NA when using Hilton Head Island altimeter setting.

MISSED APPROACH: Climb to 2500 direct SUTME and hold.

ATIS <b>123.75</b>	SAVANNAH APP CON★ <b>120.4 353.775</b>	SAVANNAH TOWER★ <b>119.1(CTAF) 0 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>119.55 291.775</b>	UNICOM <b>122.95</b>
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2500	SUTME	VGSI and RNAV glidepath not coincident.			
		TERBE 4 NM Holding Pattern			
*LNAV only.		MIZLU 2000 006° 186° 2500			
*1.1 NM to RW01		GS 3.00° TCH 57			
RW01 1.1		4.8 NM 6.3 NM			
CATEGORY	A	B	C	D	
LPV DA	239/40		200 (200-¾)		
LNAV/VNAV DA	384/60		345 (400-1¼)		
LNAV MDA	460/50	421 (500-1)	460/60	421 (500-1¼)	
CIRCLING	520-1	470 (500-1)	520-1½ 470 (500-1½)	700-2 650 (700-2)	

WAAS CH <b>90114</b> <b>W10A</b>	APP CRS <b>097°</b>	Rwy Idg TDZE <b>30</b> Apt Elev <b>50</b>	<b>9201</b>
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# RNAV (GPS) RWY 10

SAVANNAH/ HILTON HEAD INTL (SAV)

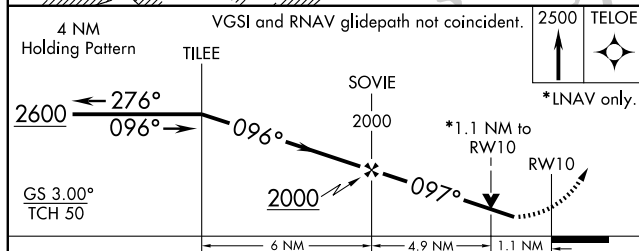
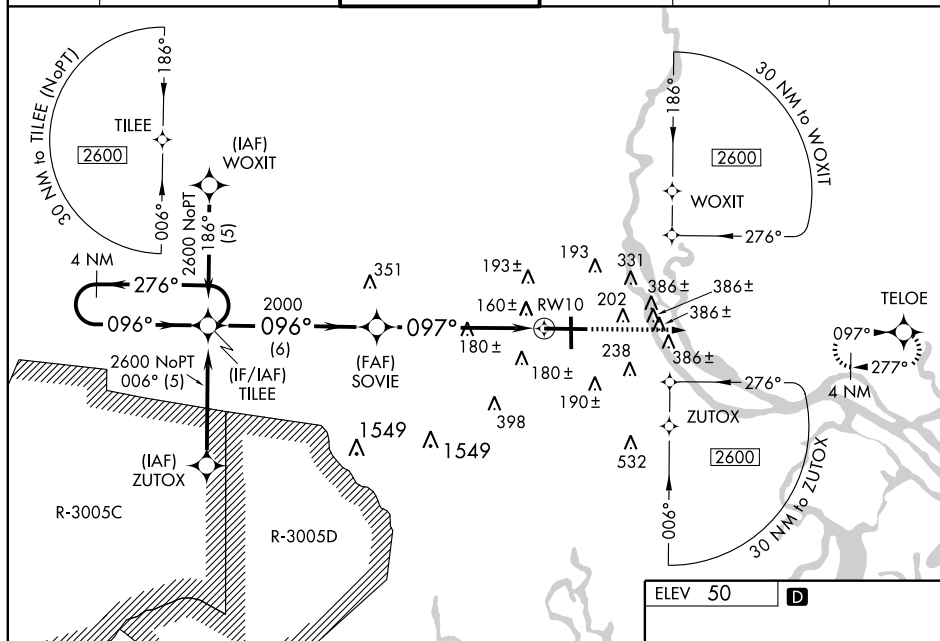
**▼** For inoperative MALS/R, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hilton Head Island, SC altimeter setting and increase all DA 65 feet and all MDA 80 feet and LNAV/VNAV all Cats and Circling Cat D visibilities ¼ mile. For inoperative MALS/R when using Hilton Head Island altimeter setting, increase LPV all Cats visibility to RVR 5000. VDP and Baro-VNAV NA when using Hilton Head Island altimeter setting.

MALSR

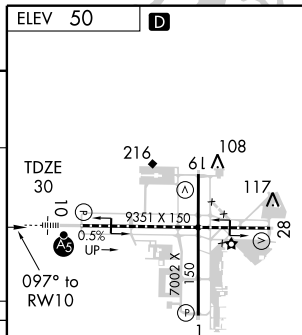


**MISSED APPROACH:**  
Climb to 2500 direct  
TELOE and hold.

ATIS <b>123.75</b>	SAVANNAH APP CON* <b>125.3 371.875</b>	SAVANNAH TOWER* <b>119.1 (CTAF) 0 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>119.55 291.775</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
LPV DA	230/24 200 (200-½)			
LNAV/VNAV DA	504/60 474 (500-¼)			
LNAV MDA	440/24 410 (400-½)	440/40 410 (400-¾)	440/50 410 (400-1)	
CIRCLING	520-1 470 (500-1)	520-1½ 470 (500-1½)	700-2 650 (700-2)	



WAAS CH <b>97314</b> <b>W19A</b>	APP CRS <b>186°</b>	Rwy Idg TDZE <b>47</b> Apt Elev <b>50</b>	<b>7002</b>
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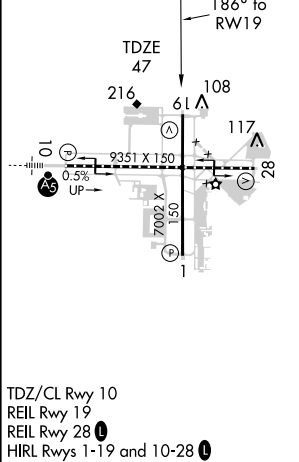
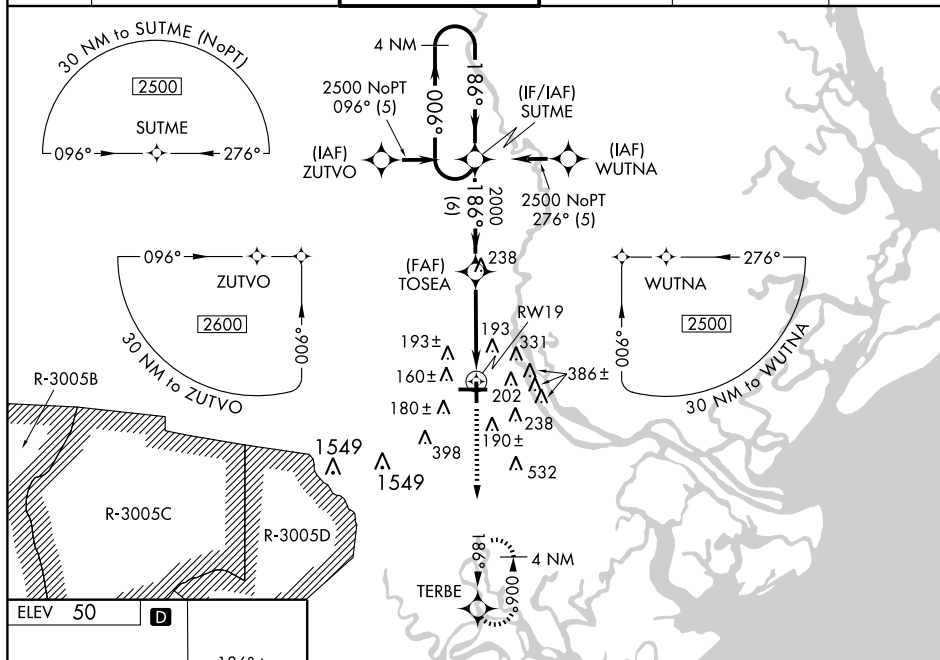
# RNAV (GPS) RWY 19

SAVANNAH/ HILTON HEAD INTL (SAV)

**▼** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
**▲** When local altimeter setting not received, use Hilton Head Island, SC altimeter setting and increase all DA 65 feet and all MDA 80 feet and LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C/D and Circling Cat D visibilities ¼ mile. VDP and Baro-VNAV NA when using Hilton Head Island altimeter setting.

MISSED APPROACH: Climb to 2500 direct TERBE and hold.

ATIS <b>123.75</b>	SAVANNAH APP CON* <b>125.3 371.875</b>	SAVANNAH TOWER* <b>119.1(CTAF) 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>119.55 291.775</b>	UNICOM <b>122.95</b>
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2500	TERBE	SUTME	4 NM Holding Pattern	006° → 2500 ← 186°	GS 3.00° TCH 52
*LNAV only.	TOSEA	2000	186°	2000	
1.2 NM	4.7 NM	6 NM			
CATEGORY	A	B	C	D	
LPV DA	312-1	265 (300-1)			
LNAV/VNAV DA	466-1½	419 (500-1½)			
LNAV MDA	480-1	433 (500-1)	480-1¼ 433 (500-1¼)	480-1½ 433 (500-1½)	
CIRCLING	520-1	470 (500-1)	520-1½ 470 (500-1½)	700-2 650 (700-2)	

WAAS CH <b>40015</b> <b>W28A</b>	APP CRS <b>277°</b>	Rwy Idg <b>9351</b> TDZE <b>50</b> Apt Elev <b>50</b>
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## RNAV (GPS) Z RWY 28

SAVANNAH/ HILTON HEAD INTL (SAV)

- T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hilton Head Island, SC altimeter setting and increase all DA 65 feet and all MDA 80 feet and LNAV/VNAV all Cats, LNAV Cats C/D and Circling Cats C/D visibilities ¼ mile.
- A** VDP and Baro-VNAV NA when using Hilton Head Island altimeter setting.

**MISSED APPROACH:** Climb to 2600 direct TLEE and hold.

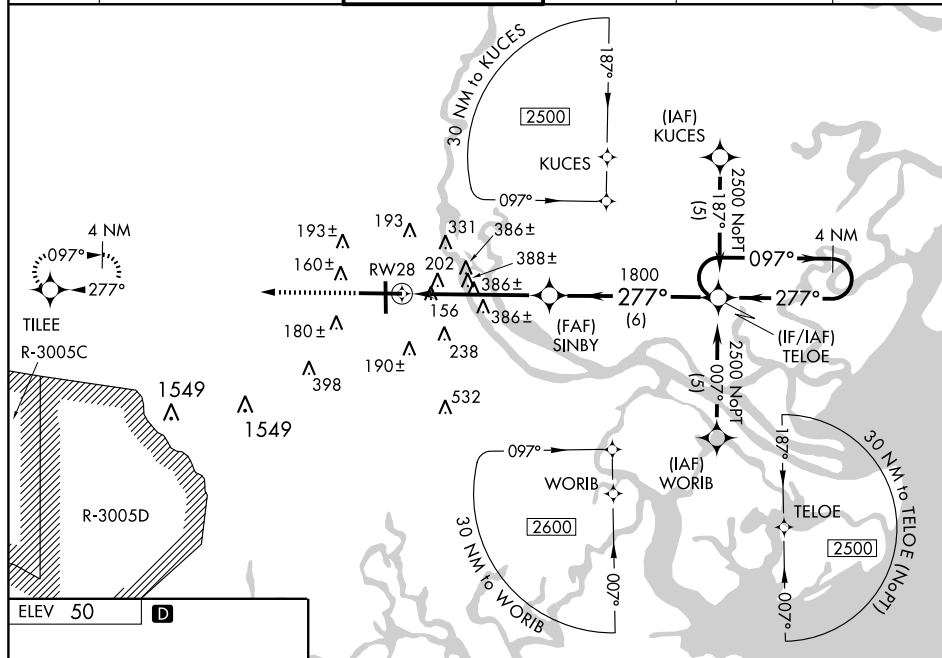
ATIS  
123.75

SAVANNAH APP CON★  
125.3 371,875

SAVANNAH TOWER★  
119.1 (CTAF) 257.8

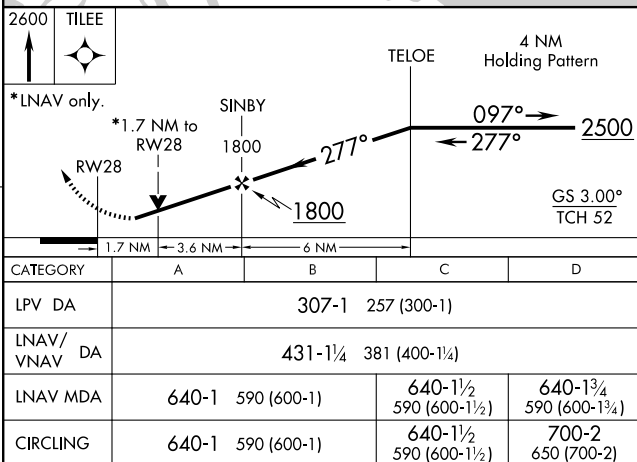
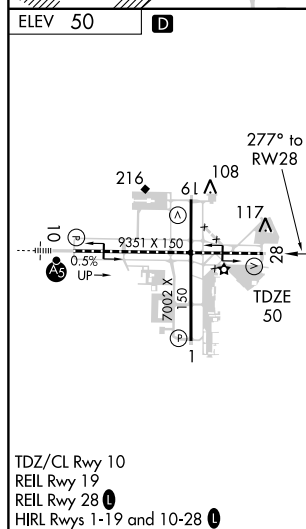
GND CON  
121.9 348.6

CLNC DEL  
**119.55 291.775**

UNICOM  
122.95

**SE-4, 26 AUG 2010 to 23 SEP 2010**

SE-4. 26 AUG 2010 to 23 SEP 2010



SAVANNAH, GEORGIA  
Amdt 2 09239

SAVANNAH/ HILTON HEAD INTL (SAV)

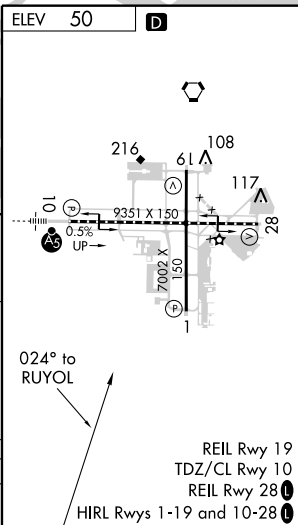
RNAV (GPS) Z RWY 28

32° 08'N - 81° 12'W

VOR/DME-A

SAVANNAH/ HILTON HEAD INTL (SAV)

**MISSED APPROACH:** Climb to 4000 direct SAV VORTAC and SAV R-001 to TILLS INT/SAV 20 DME and hold.

UNICOM  
122.95

SAVANNAH/ HILTON HEAD INTL (SAV)

VOR/DME-A

32° 08'N-81° 12'W

VORTAC SAV	APP CRS	Rwy Idg	<b>7002</b>
<b>115.95</b>	<b>006°</b>	TDZE	<b>39</b>
Chan <b>106</b> (Y)		Apt Elev	<b>50</b>

VOR/DME or TACAN RWY 1  
SAVANNAH/HILTON HEAD INTL(SAV)

**T** When local altimeter setting not received, use Hilton Head Island, SC altimeter setting and increase all MDA 80 feet and S-1 Cats C/D/E and Circling Cat D visibilities  $\frac{1}{4}$  mile.

**A** VDP NA when using Hilton Head Island altimeter setting.

**MISSED APPROACH:** Climb to 4000 direct SAV VORTAC and via SAV R-001 to TILLS INT/SAV 20 DME and hold.

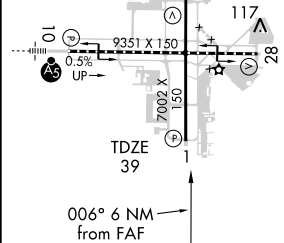
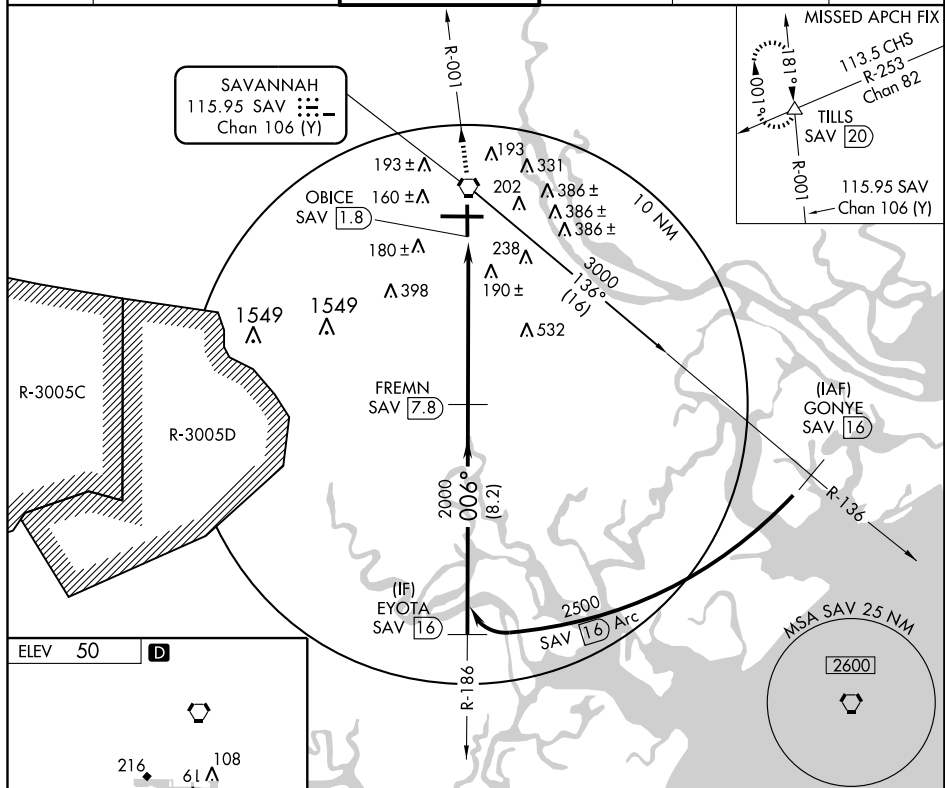
ATIS  
**123.75**

SAVANNAH APP CON★  
120.4 353.775

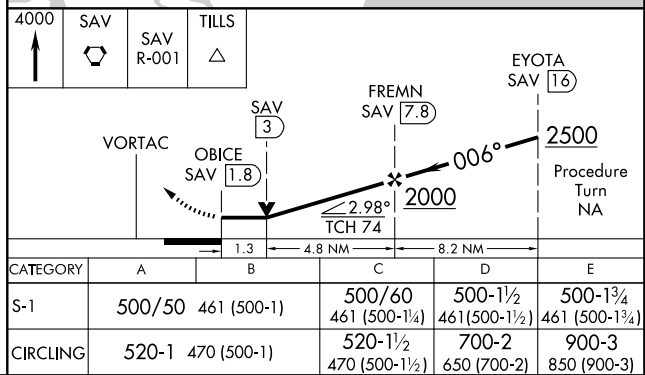
SAVANNAH TOWER★  
119.1 (CTAF) **L** 257.8

GND CON  
121.9 348.6

CLNC DEL  
**119.55 291.775**

UNICOM  
122.95

REIL Rwy 19  
REIL Rwy 28 **L**  
TDZ/CL Rwy 10  
HIRL Rwy 1-19  
and 10-28 **L**



SAVANNAH, GEORGIA

Orig-C 17DEC09

SAVANNAH/ HILTON HEAD INTL (SAV)

32° 08'N-81° 12'W

VOR/DME or TACAN RWY 1

SE-4. 26 AUG 2010 to 23 SEP 2010



VOR/DME or TACAN RWY 19

SAVANNAH/ HILTON HEAD INTL (SAV)

**MISSED APPROACH:** Climb to 800 then climbing left turn to 4000 via heading 330° and SAV R-001 to TILLS/20 DME and hold.

[illegible]

SAVANNAH/HILTON HEAD INTL (SAV)

32° 08'N-81° 12'W

VOR/DME or TACAN RWY 19

**SE-4, 26 AUG 2010 to 23 SEP 2010**

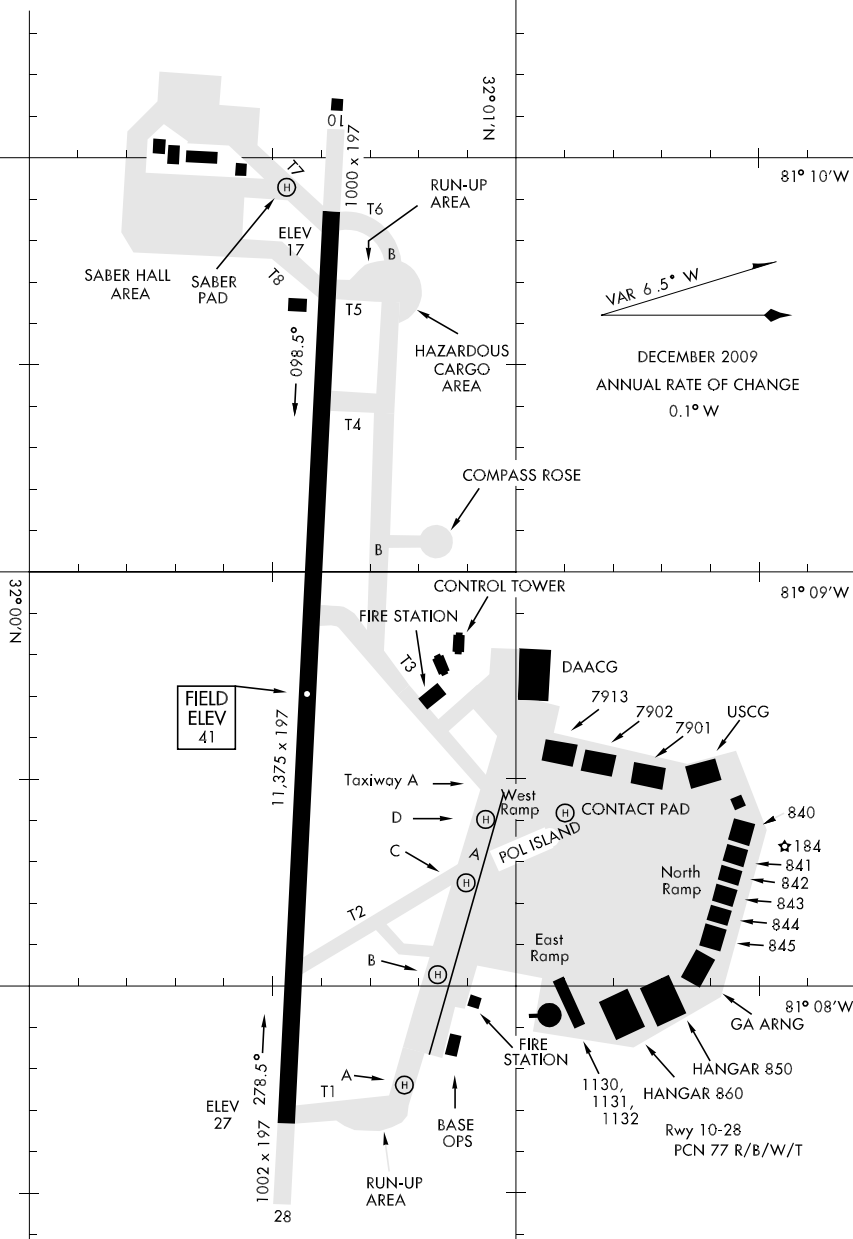
SE-4. 26 AUG 2010 to 23 SEP 2010

## AIRPORT DIAGRAM

AFD-381 [USA]

SAVANNAH, GEORGIA

ATIS 127.525 323.125  
 HUNTER TOWER ★  
 124.975 279.575  
 GND CON  
 121.8 291.675



SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010

## AIRPORT DIAGRAM

SAVANNAH, GEORGIA  
 HUNTER AAF (KSVN)

**HUNTER AAF** (SVN)(KSVN) A (CG ARNG) 2 SW UTC-5(-4DT) N32°00.60' W81°08.76' ATLANTA  
 41 B TPA—See Remarks Class I, ARFF Index Ltd. NOTAM FILE MCN Not insp. H-9B, 12F, L-24H  
 RWY 10-28: H11375X200 (ASPH) PCN 77 R/B/W/T HIRL DIAP, AD  
 RWY 10: REIL. VASI. RWY 28: ALSF1.  
**MILITARY SERVICE:** LGT ACTIVATE 3-step apch lgt and HIRL Rwy 10-28, REIL Rwy 10—CTAF when twr clsd.  
 JASU 3(AF M32A-86) 3(DND CE12 Equivalent) 1(DND CE14 Equivalent) 1(AF M32-95) FUEL J8. Tran fuel PPR,  
 ctc Base OPS DSN 729-5531. Tran acft may expect delay due to opr mission. OIL O-156  
**TRAN ALERT** Limited svc avbl Mon 0400Z thru Sat 0400Z, except holidays.  
**MILITARY REMARKS:** See FLIP AP/1 Supplementary Arpt Remarks. RSTD PPR all trans acft. DSN 729-5110. Twy 1 clsd  
 to all P3, C130 and larger acft. CAUTION Wildlife and bird hazard. Mil personnel conducting physical training on ft  
 line access road Mon-Fri 1130-1230Z. TFC PAT TPA—Fixed Wing 1500(1459), Rotary Wing 1000(959). NS ABTMT  
 Procedure in effect. Practice circling apch Category C, D, E not authorized blo 1500'. No overflt of Savannah  
 and surrounding populated areas blo 1000' unless on apch to Hunter AAF. MISC Rotary Wing pilots planning to  
 conduct opr within R3005 must receive a range briefing prior to opr. Briefing shall be accomplished at least 4 hr  
 prior to flt on the reservation. Aviators briefed within the last 6 months may receive phone update. For briefing  
 coordination ctc DSN 729-2523/6207, C912-315-2523/6207, Mon-Fri 0001-2300Z except holidays. Base  
 OPS 24 hrs. Auto AN/FMQ-19 in use 24 hrs, forecaster avbl Mon 0300Z-Sat 0300Z excluding hols. Wx/vis  
 obsn rstd. KSVN forecaster DSN 729-5467, C912-315-5467 or 26 OWS (24 hrs) DSN 781-1220,  
 C318-456-1220. Compass rose OTS.  
 ARNG Base OPS ctc DSN 729-7182/6534, C912-315-7182/6534.  
**COMMUNICATIONS:** CTAF 124.975 279.575 ATIS 127.525 323.125 (Mon 1130Z thru Fri 0100Z. CLOSED  
 Federal Holidays) PTD/BASE OPS 126.2  
 (R) SAVANNAH APP/DEP CON 125.3 120.4 118.4 371.875 353.775 (1100-0400Z), other times ctc  
 JAX CENTER APP/DEP CON 120.85 322.5  
 TOWER 124.975 279.575 285.425 46.7 (Mon 1130Z thru Fri 0100Z. CLOSED federal holidays) other times  
 ctc Savannah APP 127.65. If Savannah APP clsd ctc JAX CENTER 127.65.  
 GND CON 121.8 291.675 GCA 143.2 317.475 (Mon 1130-0300Z and Fri 1130-0100Z)  
 PMSV METRO 309.0 (Auto AN/FMQ-19 in use. KSVN forecasters avbl, Sun-Fri 0200Z-0100Z, clsd Federal  
 hol.)  
 ARNG OPS 139.4 38.15 USCG SAVANNAH AIR 345.0 5692 (5692 Single Sideband)  
**AIRSPACE:** CLASS D svc Mon 1130Z thru Fri 0100Z, clsd federal holidays, other times CLASS E.  
**RADIO AIDS TO NAVIGATION:** NOTAM FILE SVN.  
 (T) VORW/DME 111.6 SVN Chan 53 N32°00.72' W81°08.45' at fld. 40/2W. Unmonitored Sat-Mon and  
 hol 0200-1230Z. Mil use only.  
 DME unusable:  
 195-200' blo 1,800' 201°-225° blo 1,800'  
 WASSA NDB (LOM) 335 SV N32°00.54' W80°59.20' 277° 8.2 NM to fld. Unmonitored Sat-Mon and hol  
 0200-1200Z.  
 ILS/DME 109.5 I-SVN Chan 32 Rwy 28. Class IT. LOM WASSA NDB.  
 ASR/PAR (Mon-Thu 1130-0300Z, Fri 0730-0100Z, except holidays  
**COMM/NAV/WEATHER REMARKS:** Radar see Terminal FLIP for Radar Minima.

**JACKSON CO** (See JEFFERSON)

## JASPER

**PICKENS CO** (JZP) 2 SW UTC-5(-4DT) N34°27.21' W84°27.43'

1535 B S2 FUEL 100LL, JET A NOTAM FILE MCN  
 RWY 16-34: H5000X100 (ASPH) S-14 MIRL 0.7% up S  
 RWY 16: PAPI(P2R)—GA 3.0° TCH 25'. Trees.  
 RWY 34: PAPI(P2L)—GA 3.0° TCH 29'.

**AIRPORT REMARKS:** Attended 1400-2300Z. Extensive student training  
 Atlanta 340° 45 NM—Atlanta 355° 49NM; 3000-9000 ft;  
 1700-2230Z. MIRL Rwy 16-34 preset on low ints dusk-0500Z,  
 to increase ints and ACTIVATE after 0500Z—CTAF.

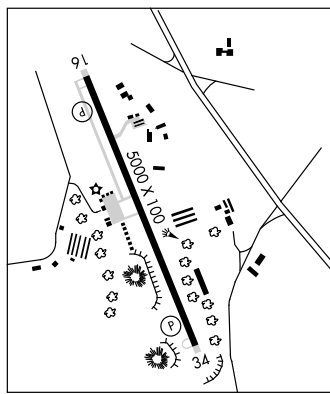
**WEATHER DATA SOURCES:** AWOS-A 285. OTS indef.

**COMMUNICATIONS:** CTAF/UNICOM 122.725

(R) ATLANTA CENTER APP/DEP CON 133.1  
 GCO 121.725 (FLIGHT SERVICE)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE RMG.

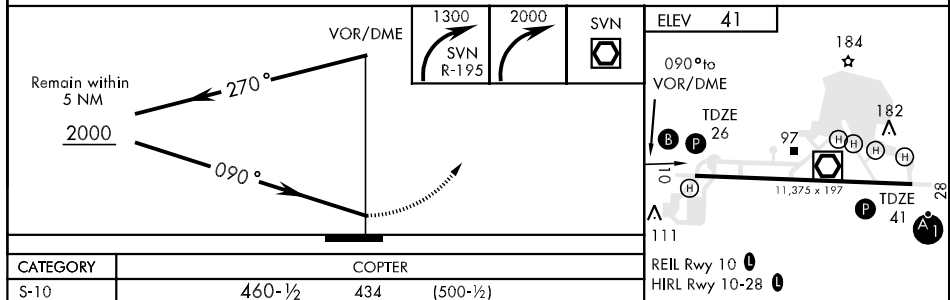
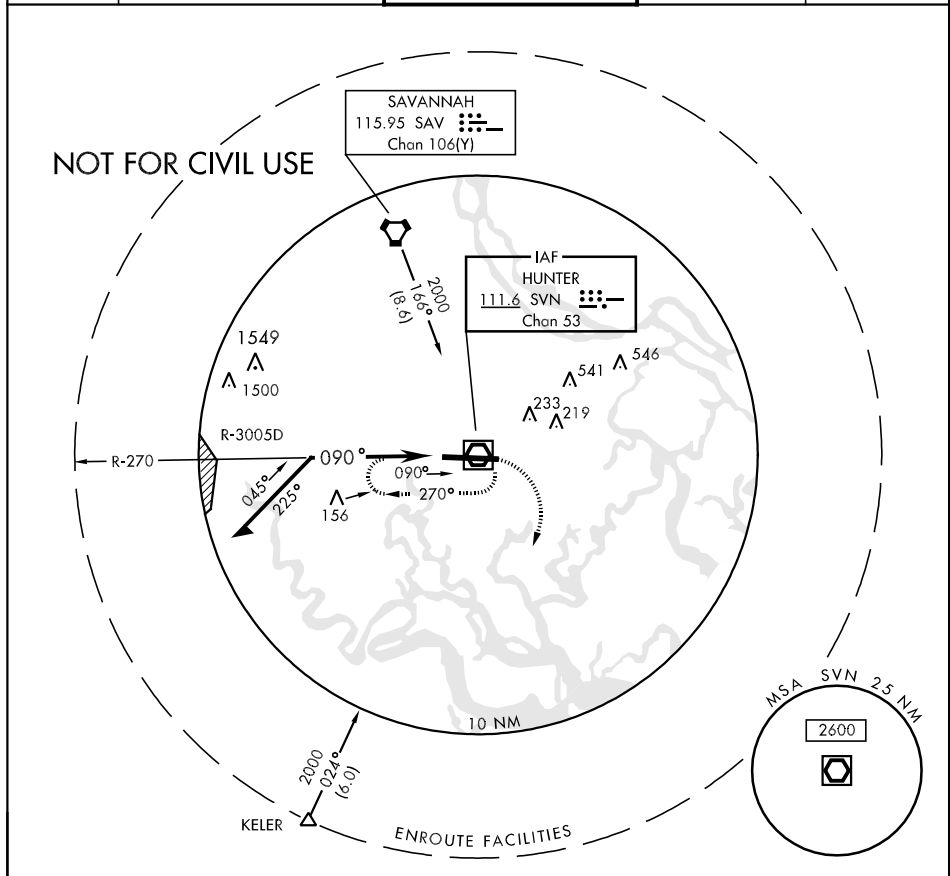
ROME (H) VORTACW 115.4 RMG Chan 101 N34°09.75'  
 W85°07.17' 061° 37.2 NM to fld. 1150/01E. HIWAS.



ATLANTA  
 H-9A, 12F, L-181  
 IAP

SVN VOR/DME	APCH CRS	Rwy Idg <b>11,375</b>	
<b>111.6</b>		TDZE <b>26</b>	AL-381 [USA]
Chan <b>53</b>	<b>090°</b>	Arpt Elev <b>41</b>	HUNTER AAF (KSVN)

V	B		<b>MISSED APPROACH:</b> Climbing right turn to 1300 via SVN R-195, then climbing right turn to 2000 direct SVN VOR/DME and hold.				
			ATIS <b>127.525</b> <b>323.125</b>	SAVANNAH APP CON <b>120.4 353.775</b>	HUNTER TOWER ★ <b>124.975</b> (CTAF) <b>0 279.575</b>	GND CON <b>121.8 291.675</b>	ASR/PAR



LOC/DME I-SVN <b>109.5</b> Chan <b>32</b>	APCH CRS <b>276°</b>	Rwy Idg <b>11,375</b> TDZE <b>41</b> Arpt Elev <b>41</b>
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AL-381 [USA]

HUNTER AAF (KSVN)

▼ \* Circling NA N of Rwy 10-28 for CAT D.



**MISSED APPROACH:** Climb to 800, then climbing left turn to 2500 direct WASSA LOM and hold.

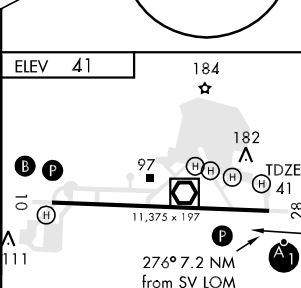
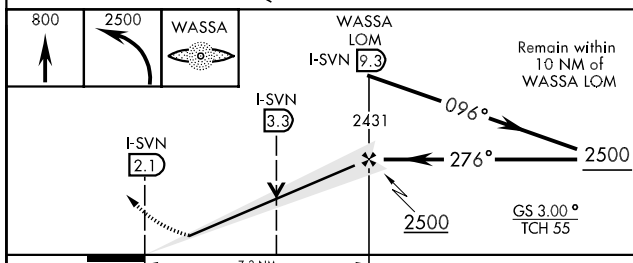
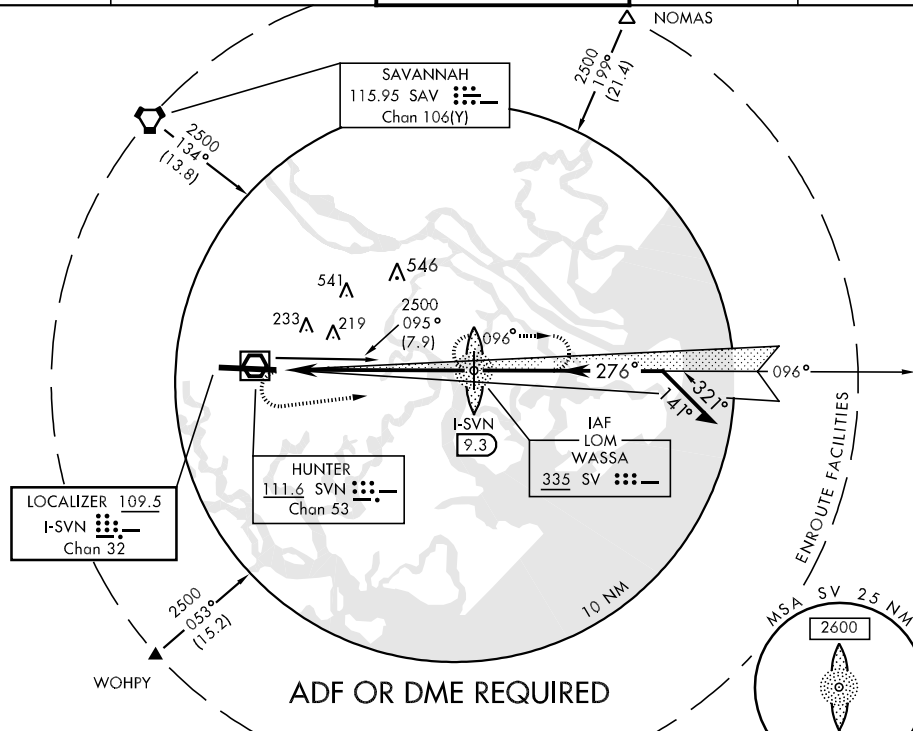
ATIS  
127.525  
323.125

SAVANNAH APP CON  
**120.4 353,775**



HUNTER TOWER ★  
124.975 (CTAF) 279.575

GND CON  
121.8 291.675

ASR/PAR



CATEGORY	A	B	C	D
S-ILS 28	241/24 200 (200-½)			
S-LOC 28	460/24 419 (500-½)	460/40 419 (500-¾)	460/50 419 (500-1)	
CIRCLING *	500-1 459 (500-1)	520-1 479 (500-1)	520-1½ 479 (500-1½)	600-2 559 (600-2)
S-PAR 28	241/24 200 (200-½) GS 3.00°			

REIL Rwy 10   
HIRL Rwy 10-28 

FAF to MAP 7.2 NM					
Knots	60	90	120	150	180
Min:Sec	7:12	4:48	3:36	2:53	2:24

SAVANNAH, GEORGIA

32°01'N-81°09'W


HUNTER AAF (KSVN)

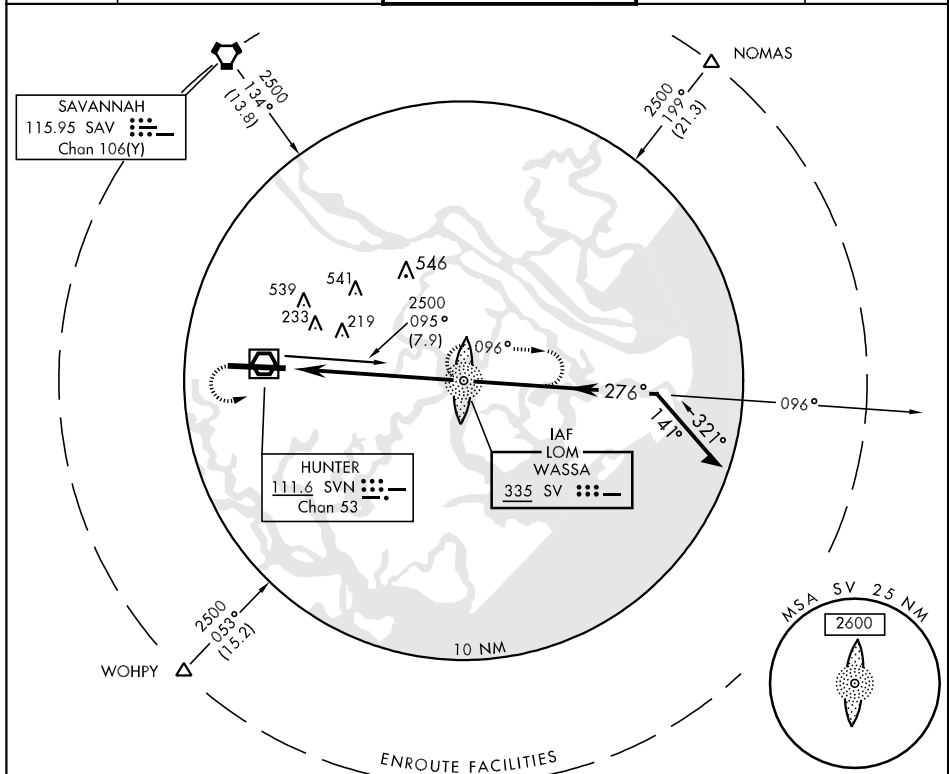
Amdt 3 10182

ILS or LOC RWY 28

**SE-4, 26 AUG 2010 to 23 SEP 2010**

SE-4. 26 AUG 2010 to 23 SEP 2010

LOM SV <b>335</b>	APCH CRS <b>276°</b>	Rwy Idg <b>11,375</b> TDZE <b>41</b> Arpt Elev <b>41</b>	AL-381 [USA]	HUNTER AAF (KSVN)
<b>V</b> * For inop ALSF, increase CAT AB vis to RVR 50 and CAT CD to 2 miles. ** Circling NA N of Rwy 10-28 for CAT D.			ALSF-1 	MISSED APPROACH: Climb to 1500, then climbing left turn to 2500 direct SV LOM and hold.
ATIS <b>127.525</b> <b>323.125</b>	SAVANNAH APP CON <b>120.4 353.775</b>	HUNTER TOWER ★ <b>124.975 (CTAF) 0 279.575</b>	GND CON <b>121.8 291.675</b>	ASR/PAR



1500

2500

SV

WASSA LOM

Remain within 10 NM of SV LOM

096°

276°

2500

2500

≤ 3.15°

TCH 54

7.2 NM

ELEV 41

184

182

TDZE 41

97

11,375 x 197

276° 7.2 NM from SV LOM

CATEGORY	A	B	C	D	FAF to MAP 7.2 NM					
S-28 *	700/40	659 (700-¾)	700/60 659 (700-1¼)	700-1½ 659 (700-1½)	Knots	60	90	120	150	180
CIRCLING **	700-1	659 (700-1)	700-1¾ 659 (700-1¾)	700-2 659 (700-2)	Min:Sec	7:12	4:48	3:36	2:53	2:24
S-PAR 28	241/24 200 (200-½) GS 3.00°									

APCH CRS <b>096°</b>	Rwy Idg <b>11,375</b> TDZE <b>26</b> Arpt Elev <b>41</b>
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AL-381 [USA]

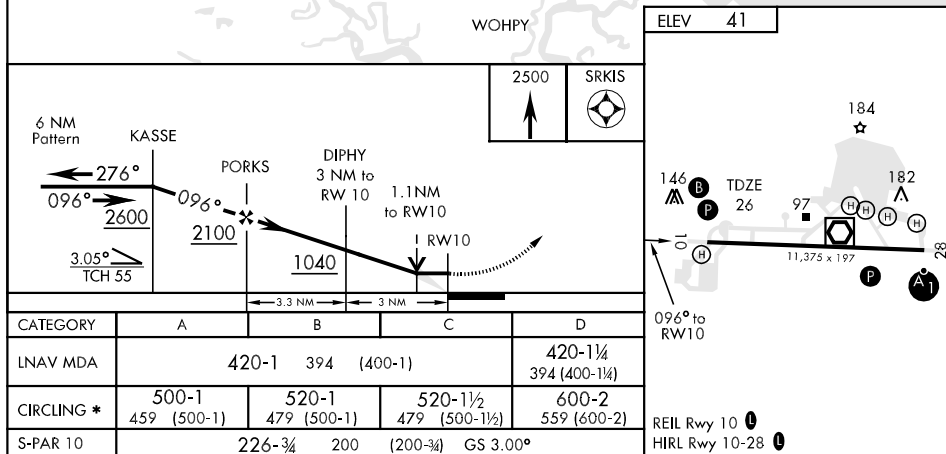
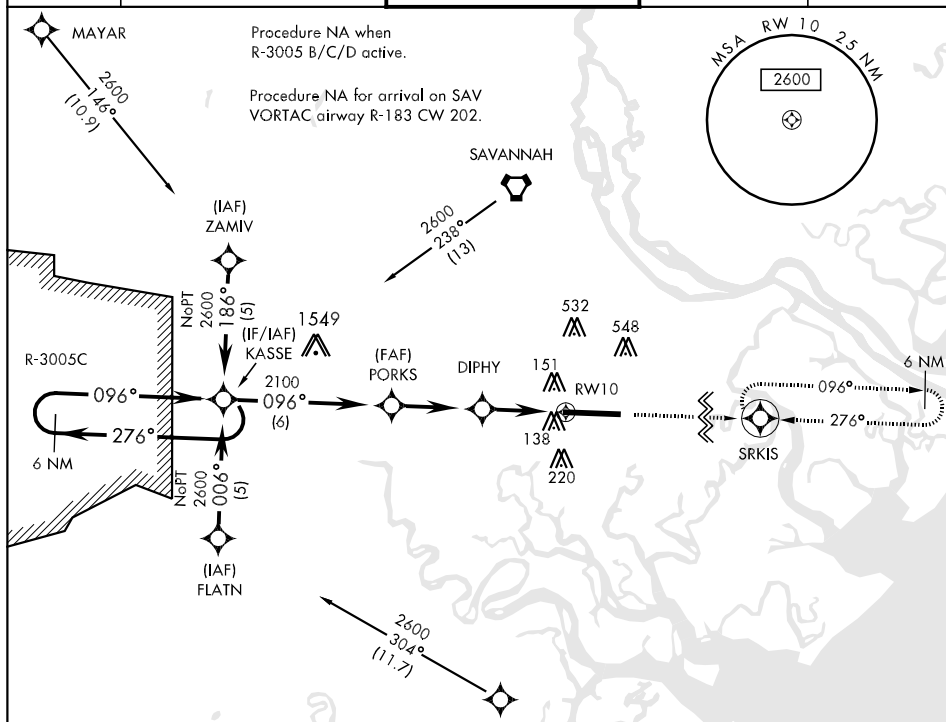
HUNTER AAF (KSVN)

▼ DME/DME RNP -0.3 NA  
\* Circling not authorized N of Rwy 10-28 for CAT D.



MISSED APPROACH: Climb to 2500 direct SRKIS and hold.

ATIS <b>127.525</b> <b>323.125</b>	SAVANNAH APP CON <b>120.4 353.775</b>	HUNTER TOWER ★ <b>124.975</b> (CTAF) <b>0 279.575</b>	GND CON <b>121.8 291.675</b>	ASR/PAR
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SAVANNAH, GEORGIA

32°01'N-81°09'W

HUNTER AAF (KSVN)

Orig 10182

RNAV (GPS) RWY 10

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010

WAAS CH <b>82111</b> <b>W28A</b>	APCH CRS <b>276°</b>	Rwy Idg <b>11,375</b> TDZE <b>41</b> Arpt Elev <b>41</b>
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AL-381 [USA]

HUNTER AAF (KSVN)

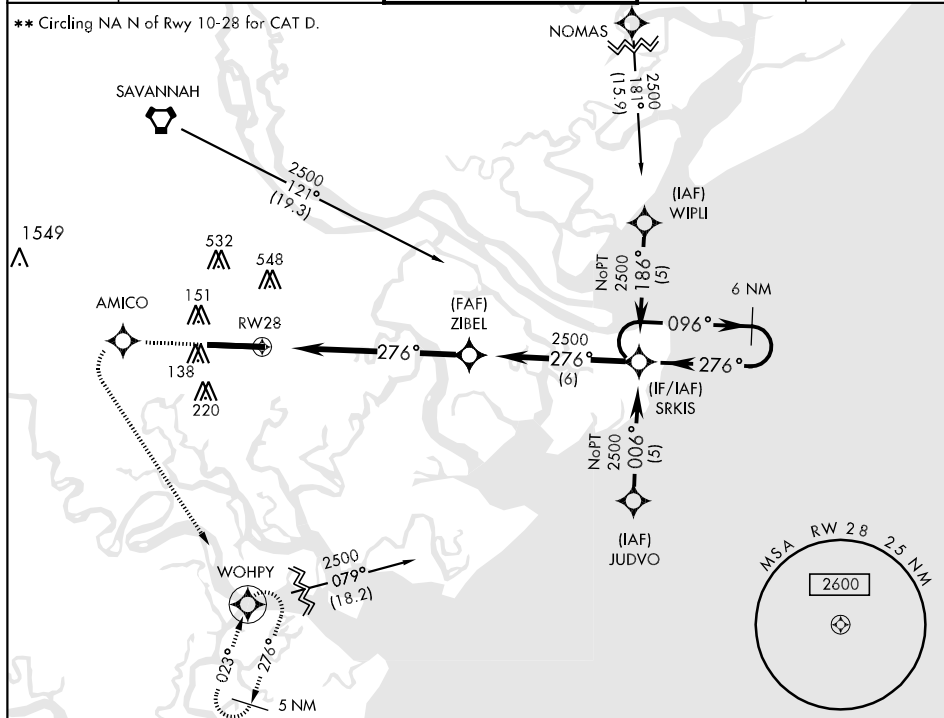
▼ For uncompensated BARO-VNAV systems, LNAV/VNAV NA  
below -15°C (5°F) or above 49°C (120°F)  
DME/DME RNP -0.3 NA



MISSED APPROACH: Climb to 2000 direct AMICO  
and left turn on track 180° to WOHPY and hold.

ATIS <b>127.525</b> <b>323.125</b>	SAVANNAH APP CON <b>120.4 353.775</b>	HUNTER TOWER ★ <b>124.975 (CTAF) 0 279.575</b>	GND CON <b>121.8 291.675</b>	ASR/PAR
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\*\* Circling NA N of Rwy 10-28 for CAT D.



2000

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AMICO

✧

tr  
180°

\* LNAV ONLY

2000

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AMICO

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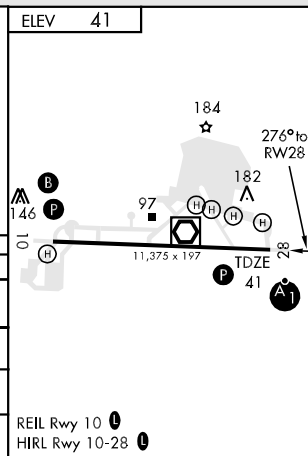
2000

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AMICO

✧

tr  
180°





VOR/DME SVN  
**111.6**  
Chan **53**

APCH CRS  
**282°**

Rwy Idg **11,375**  
TDZE  
Arpt Elev **41**

AL-381 [USA]

HUNTER AAF (KSVN)



\* Circling NA N of Rwy 10-28 for CAT D.

ALSF-1



MISSED APPROACH: Climb to 800, then climbing left turn to 2000 via SVN R-201 to WOHPY/11 DME and hold.

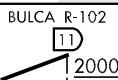
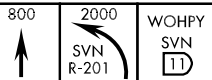
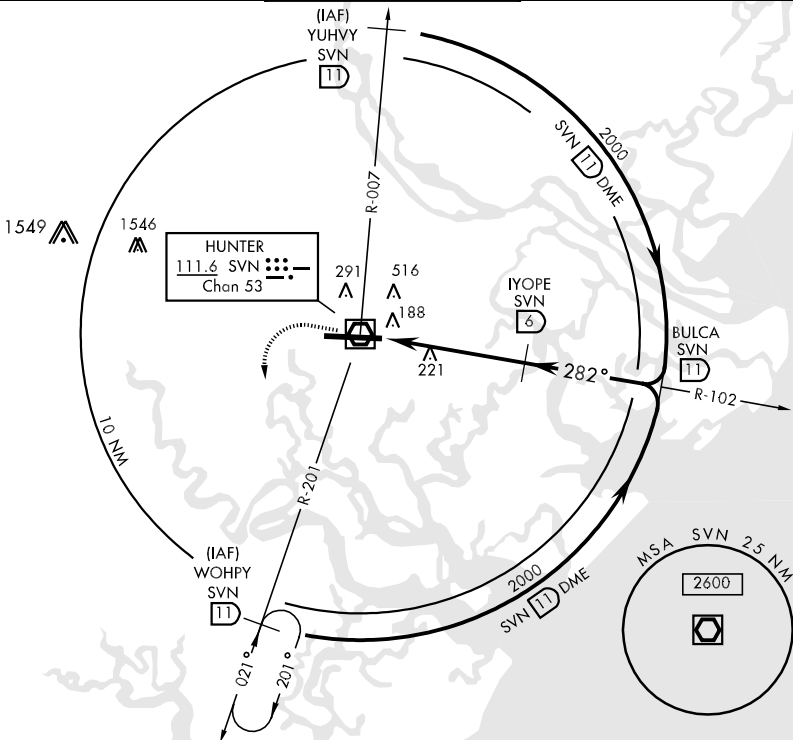
ATIS  
**127.525**  
**323.125**

SAVANNAH APP CON  
**120.4 353.775**

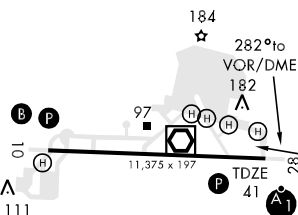
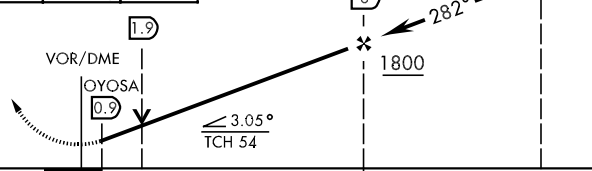
HUNTER TOWER ★  
**124.975 (CTAF) 0 279.575**

GND CON  
**121.8 291.675**

ASR/PAR



ELEV 41



CATEGORY	A	B	C	D
S-28	480/24 439 (500-½)		480/40 439 (500-¾)	480/50 439 (500-1)
CIRCLING *	500-1 459 (500-1)	520-1 479 (500-1)	520-1½ 479 (500-1½)	600-2 559 (600-2)
S-PAR 28	241/24 200 (200-½) GS 3.00°			

REIL Rwy 10 0  
HIRL Rwy 10-28 0

SVN VOR/DME  
111.6  
Chan 53

APCH CRS  
282°

Rwy Idg 11,375  
TDZE 41  
Arpt Elev 41

AL-381 [USA]

HUNTER AAF (KSVN)

When ALS inop, increase CAT AB vis to 1 mile.  
\*\* Circling NA N of Rwy 10-28 for CAT D.



MISSED APPROACH: Climb to 1200 then climbing left turn to 2000 direct SVN VOR/DME and hold.

ATIS  
127.525  
323.125

SAVANNAH APP CON  
120.4 353.775

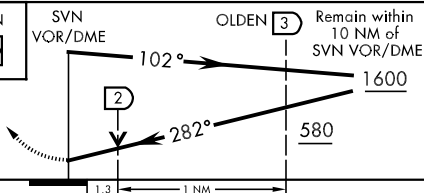
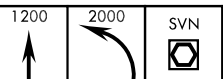
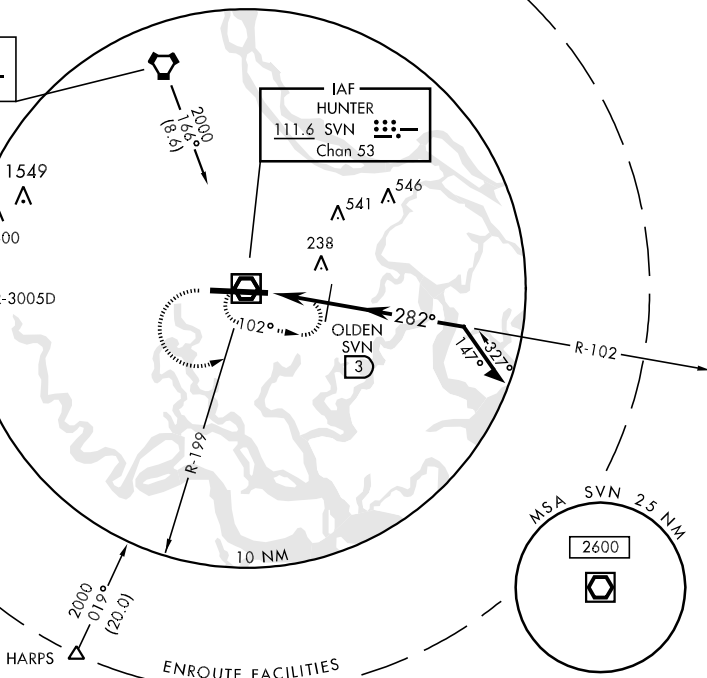
HUNTER TOWER ★  
124.975 (CTAF) 279.575

GND CON  
121.8 291.675

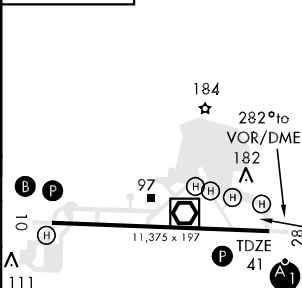
ASR/PAR

SAVANNAH  
115.95 SAV  
Chan 106(Y)

IAF  
HUNTER  
111.6 SVN  
Chan 53



ELEV 41



CATEGORY	A	B	C	D
S-28 *	580/40	539 (600-¾)	580/50 539 (600-1)	580/60 539 (600-1¼)
CIRCLING **	580-1	539 (600-1)	580-1½ 539 (600-1½)	600-2 559 (600-2)

## OLDEN FIX MINIMA

S-28 *	500/40	459 (500-¾)	500/50 459 (500-1)
CIRCLING **	500-1 459 (500-1)	520-1 479 (500-1)	520-1½ 479 (500-1½)
S-PAR 28	241/24	200 (200-½)	GS 3.00°

REIL Rwy 10 111  
HIRL Rwy 10-28 111

## ROME

**RICHARD B. RUSSELL** (RMG) 6 N UTC-5(-4DT) N34°21.05' W85°09.52'

644 B S4 FUEL 100, JET A Class IV, ARFF Index A NOTAM FILE RMG

RWY 01-19: H6006X143 (ASPH-GRVD) S-52, D-57, 2D-114 HIRL

RWY 01: MALSR. PAPI(P4L)—GA 3.0° TCH 46'. Tree.

RWY 19: PAPI(P4L). Trees.

RWY 07-25: H4497X100 (ASPH) S-16, D-30 0.4% up W

RWY 07: Thld dsplcd 115'. Tree. RWY 25: Tree.

**AIRPORT REMARKS:** Attended 1200-0100Z. Parachute Jumping.

CLOSED to unscheduled air carrier ops with more than 30

passenger seats except 48 hrs PPR call arpt manager

706-295-7835. Military air cargo drop (C-130) in progress

2330-0130Z Tue and Thu at NE end of Rwy 07-25. Ultraflight

activity on and in/ov arpt. Deer on and in/ov arpt. ACTIVATE HIRL

Rwy 01-19; PAPI Rwy 01 and Rwy 19 and MALSR Rwy 01—CTAF.

VOR ground checkpoints avbl. Barrels on ramp area SW of

terminal bldg.

**WEATHER DATA SOURCES:** ASOS 119.925 (706) 235-3467.

HIWAS 115.4 RMG.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

Ⓡ ATLANTA CENTER APP/DEP CON 133.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE RMG.

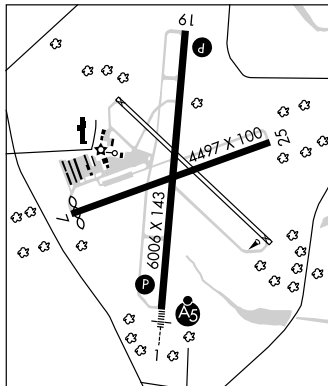
ROME (H) VORTACW 115.4 RMG Chan 101 N34°09.75'

W85°07.17' 349°11.4 NM to fld. 1150/01E.

HIWAS.

FLOYD NDB (MHW) 388 OYD N34°17.93' W85°09.85' 007° 3.1 NM to fld (Unmonitored indef)

ILS/DME 111.15 I-HBQ Chan 48(Y) Rwy 01. LOC unmonitored 0600-1600Z



**ROOSEVELT MEML** (See WARM SPRINGS)

**RUST AIRSTRIP** (See WOOLSEY)

**ST MARYS** (4J6) 2 N UTC-5(-4DT) N30°45.20' W81°33.50'

23 B FUEL 100LL, JET A+ NOTAM FILE MCN

RWY 04-22: H5021X100 (ASPH) S-20 MIRL

RWY 04: Thld dsplcd 758'. Trees/Brush.

RWY 22: Thld dsplcd 981'. Trees/Brush.

RWY 13-31: H4000X75 (ASPH)

RWY 13: Thld dsplcd 699'. Trees.

RWY 31: Thld dsplcd 700'. Trees.

**AIRPORT REMARKS:** Attended 1300-2130Z. 100LL self svc fuel with

credit card. Parachute Jumping. Recommend two-way radio

communications be utilized with the controlling agencies, while

flying in the vicinity of St. Mary's arpt due to a flight restriction 1/2

to 2 1/2 miles N, NE of arpt. Rwy 04-22 lighting does not indicate

dsplcd thld. MIRL Rwy 04-22 preset low ints; to increase ints

ACTIVATE—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ JACKSONVILLE APP/DEP CON 127.0

**RADIO AIDS TO NAVIGATION:** NOTAM FILE SSI.

BRUNSWICK (L) VORTAC 109.8 SSI Chan 35 N31°03.03'

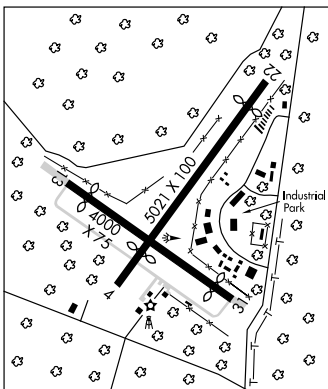
W81°26.76' 202° 18.7 NM to fld. 10/04W.

ASR

**JACKSONVILLE**

H-9B, 12F, L-24G, A

IAP



APP CRS	Rwy Idg	<b>3301</b>
<b>132°</b>	TDZE	<b>23</b>
	Apt Elev	<b>23</b>

**RNAV (GPS) RWY 13**

ST MARYS (4J6)

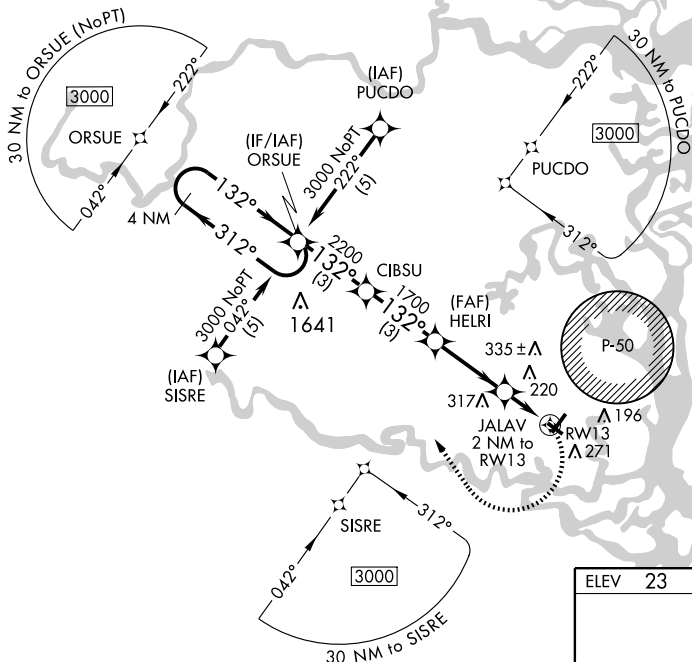


Circling NA northeast of Rwy 13-31.  
DME/DME RNP-0.3 NA.  
Procedure NA at night.  
Visibility reduction by helicopters NA.  
Use Jacksonville Intl altimeter setting.

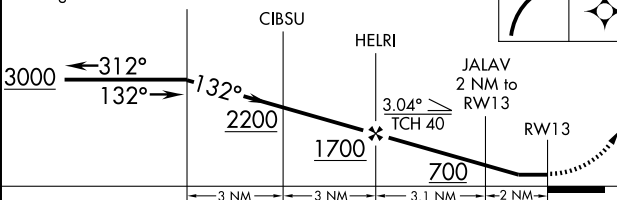
MISSED APPROACH: Climbing right turn  
to 3000 direct ORSUE and hold.

JACKSONVILLE APP CON  
**127.0 322.4**

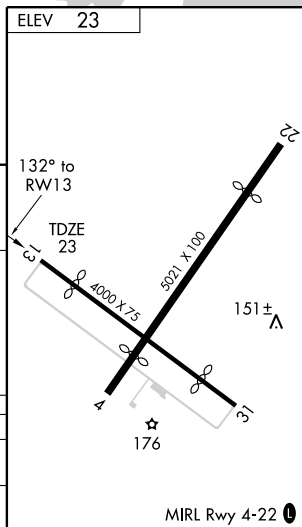
UNICOM  
**122.8 (CTAF) 0**



4 NM  
Holding Pattern



CATEGORY	A	B	C	D
LNAV MDA	500-1 477 (500-1)	500-1 477 (500-1 1/4)	500-1 477 (500-1 1/4)	500-1 477 (500-1 1/2)
CIRCLING	620-1 597 (600-1)	620-1 597 (600-1 1/2)	620-2 597 (600-1 1/2)	620-2 597 (600-2)






MIRL Rwy 4-22 0

WAAS CH <b>48914</b> <b>W31A</b>	APP CRS <b>312°</b>	Rwy Idg <b>3300</b> TDZE <b>23</b> Apt Elev <b>23</b>
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## RNAV (GPS) RWY 31

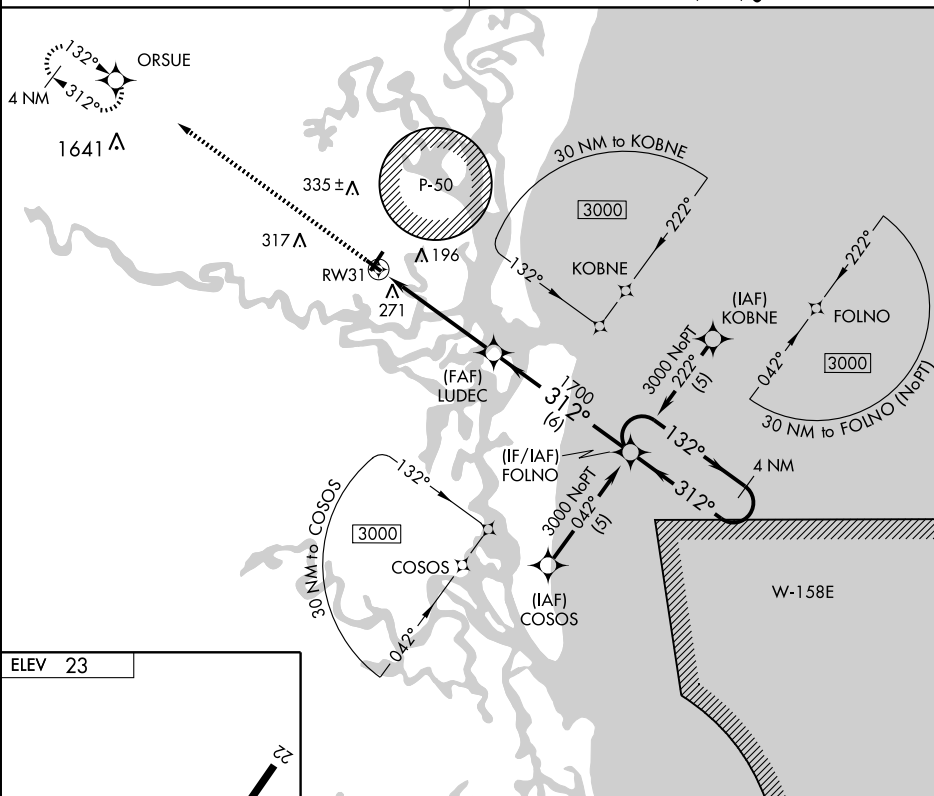
ST MARYS (4J6)

 Circling NA northeast of Rwy 13-31.  
 DME/DME RNP-0.3 NA. Procedure NA at night.  
 Visibility reduction by helicopters NA.  
 Use Jacksonville Intl altimeter setting.

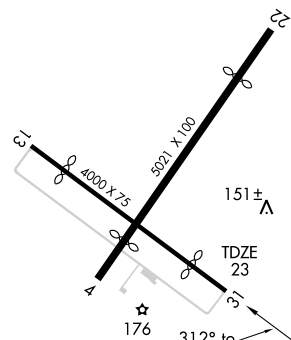
MISSED APPROACH: Climb to 3000 direct ORSUE  
 and hold, continue climb-in-hold to 3000.

JACKSONVILLE APP CON  
**127.0 322.4**












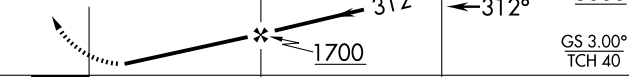
UNICOM  
**122.8 (CTAF) 0**



ELEV 23



MIRL Rwy 4-22 0

 	  			
				
				
				
CATEGORY	A	B	C	D
LPV DA	477-1 <sup>3</sup> / <sub>4</sub> 454 (500-1 <sup>3</sup> / <sub>4</sub> )			
LNAV MDA	580-1	557 (600-1)	580-1 <sup>1</sup> / <sub>2</sub> 557 (600-1 <sup>1</sup> / <sub>2</sub> )	580-1 <sup>3</sup> / <sub>4</sub> 557 (600-1 <sup>3</sup> / <sub>4</sub> )
CIRCLING	620-1	597 (600-1)	620-1 <sup>1</sup> / <sub>2</sub> 597 (600-1 <sup>1</sup> / <sub>2</sub> )	620-2 597 (600-2)

**SLOVER** N31°33.15' W81°53.24' NOTAM FILE MCN.  
NDB (MHW) 340 JES at Jesup-Wayne Co. **AWOS-A.**

JACKSONVILLE  
L-24H

## SOPERTON

**TREUTLEN CO** (4J8) 2 E UTC-5(-4DT) N32°23.24' W82°33.80'

ATLANTA  
L-24H

345 NOTAM FILE MCN

**RWY 16-34:** H3000X50 (ASPH)

**RWY 16:** Trees. **RWY 34:** Trees.

**AIRPORT REMARKS:** Unattended.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCN

**DUBLIN (L) VORTAC** 113.1 DBN Chan 78 N32°33.81' W82°49.80' 133° 17.2 NM to fld. 300/05W. **HIWAS.**

**SOUTHER FLD** (See AMERICUS)

**SOUTHWEST GEORGIA RGNL** (See ALBANY)

**SPENCE** (See MOULTRIE)

**STATESBORO-BULLOCH CO** (TBR) 3 NE UTC-5(-4DT) N32°28.97' W81°44.22'

CHARLOTTE

187 B S6 FUEL 100LL, JET A1 NOTAM FILE TBR

H-9B, 12F, L-24H

**RWY 14-32:** H6000X100 (ASPH) S-27, D-40 HIRL 0.4% up NW

IAP

**RWY 14:** PAPI(P2L)—GA 4.0°TCH 40'. Trees.

**RWY 32:** MALSR. PAPI(P2L)—GA 3.0°TCH 31'. Dspcd thld 300'.  
Trees.

**RWY 05-23:** H4383X100 (ASPH)

**RWY 05:** Trees. **RWY 23:** Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1300-0000Z†, Sat-Sun

1400-2200Z†. 24 hr self-svc fuel avbl. Deer on and invof arpt.

HIRL Rwy 14-32 preset on med ints dusk-0400Z†, to increase  
ints and ACTIVATE MIRL after 0400Z†—CTAF. ACTIVATE MALSR

Rwy 32 and PAPI Rwy 14 and Rwy 32—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.025 (912) 764-9321

**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.6 (MACON RADIO)

Ⓡ SAVANNAH APP/DEP CON 118.4 (1100-0500Z†)

Ⓡ JAX CENTER APP/DEP CON 132.5 (0500-1100Z†)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE SAV.

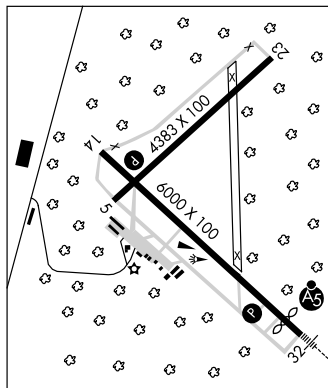
**SAVANNAH (H) VORTAC** 115.95 SAV Chan 106(Y) N32°08.78'

W81°11.95' 313° 34 NM to fld. 9/6W. **HIWAS.**

**BULLO NDB (MHW/LOM)** 407 BZ N32°24.92' W81°39.84'

323° 5.5 NM to fld. NOTAM FILE MCN.

**ILS 111.5** I-BZQ Rwy 32. LOM BULLO NDB. LOC unmonitored 0000-1300Z†.



## STOCKBRIDGE

**BERRY HILL** (4A0) 3 E UTC-5(-4DT) N33°32.13' W84°10.74'

ATLANTA  
L-181, A

770 FUEL 100LL NOTAM FILE MCN

**RWY 11-29:** H3000X40 (ASPH) **RWY LGTS** (NSTD)

**RWY 11:** Thld dspcd 995'. P-line.

**RWY 29:** Thld dspcd 597'. Treeline.

**AIRPORT REMARKS:** Attended irregularly. Ngt tkfs prohibited. Rwy 11-29 badly cracked, grass in cracks. Rwy lgts NSTD  
in number, type, and globe color.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ATL.

**ATLANTA (H) VORTAC** 116.9 ATL Chan 116 N33°37.75' W84°26.11' 114° 14.0 NM to fld. 1000/00E.

LOC I-BZQ <b>111.5</b>	APP CRS <b>320°</b>	Rwy ldg TDZE Apt Elev	<b>5700</b> <b>177</b> <b>187</b>
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# ILS or LOC RWY 32

## STATESBORO-BULLOCH COUNTY (TBR)

ADF REQUIRED. NA If local altimeter setting not received, use Savannah/Hilton Head International altimeter setting and increase all MDAs/DAs 100 feet.	MALSR 	MISSED APPROACH: Climb to 800 then climbing right turn to 2000 direct BULLO NDB and hold.
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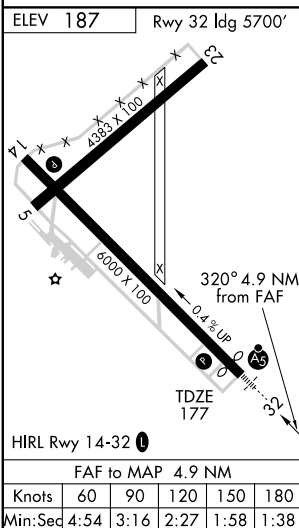
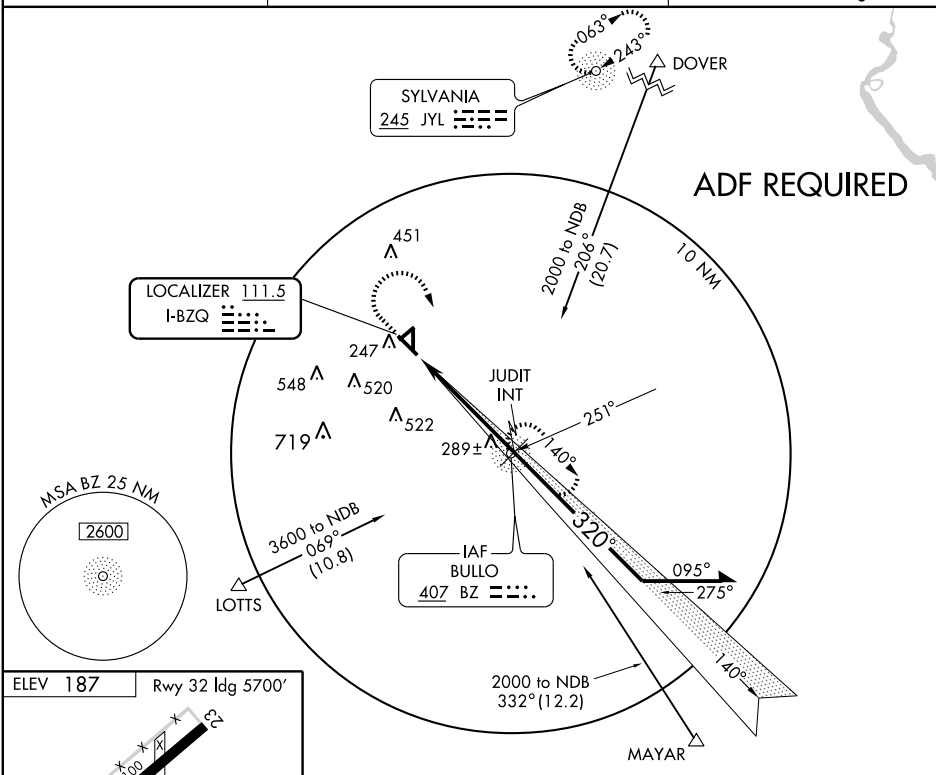
AWOS-3


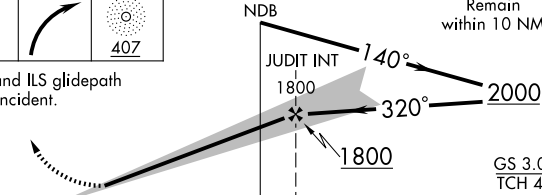
**119.025**

SAVANNAH APP CON★

**118.4 354.0**

UNICOM

**122.8 (CTAF) 0**

800 ↑	2000 ↗	BZ  407	 <p>NDB JUDIT INT 1800 1800 140° 320° 2000 GS 3.00° TCH 47 Remain within 10 NM</p>	
VGSI and ILS glidepath not coincident.				
CATEGORY	A	B	C	D
S-ILS 32	377- $\frac{1}{2}$ 200 (200- $\frac{1}{2}$ )			
S-LOC 32	540- $\frac{1}{2}$ 363 (400- $\frac{1}{2}$ )			540- $\frac{3}{4}$ 363 (400- $\frac{3}{4}$ )
CIRCLING	640-1 453 (500-1)		840- $1\frac{3}{4}$ 653 (700- $1\frac{3}{4}$ )	880- $2\frac{1}{4}$ 693 (700- $2\frac{1}{4}$ )

WAAS CH <b>81829</b> <b>W32A</b>	APP CRS <b>320°</b>	Rwy Idg TDZE <b>177</b> Apt Elev <b>187</b>
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# RNAV (GPS) RWY 32

## STATESBORO-BULLOCH COUNTY (TBR)

**▲** Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA.  
For inoperative MALSR increase LPV all Cats visibility to 1 mile and LNAV Cat D visibility to 1½ mile. VDP and Baro-VNAV NA when using Savannah/Hilton Head altimeter setting. If local altimeter setting not received, use Savannah/Hilton Head altimeter setting and increase all DAs/MDAs 100 feet.

MALSR

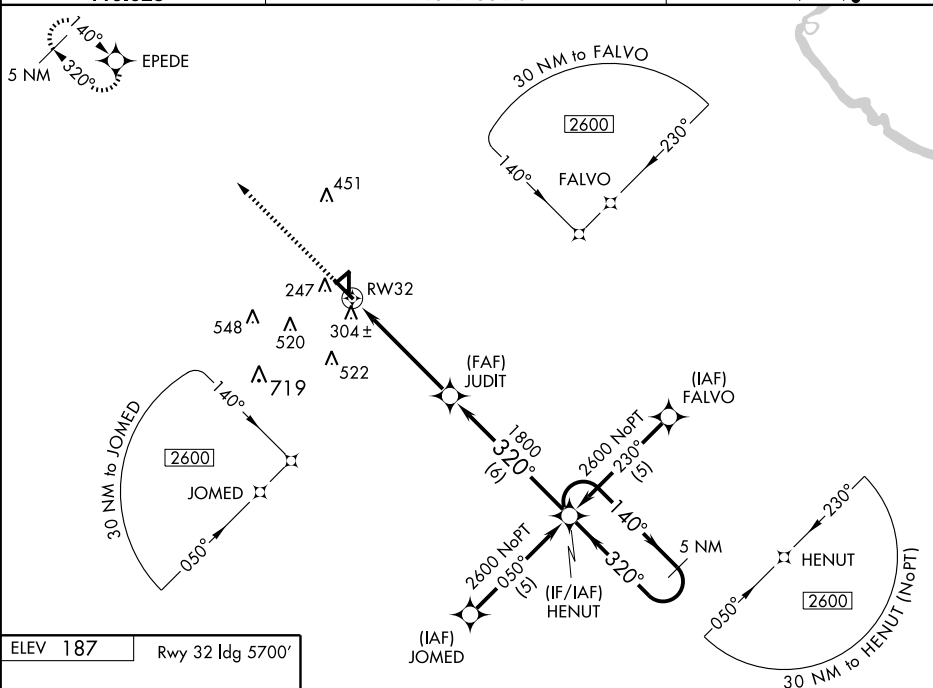


**MISSED APPROACH:** Climb to 2600 direct EPEDE and hold.

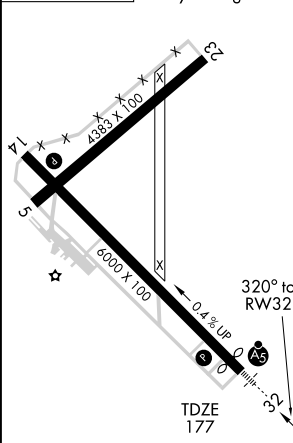
AWOS-3  
**119.025**

SAVANNAH APP CON★  
**118.4 354.0**

UNICOM  
**122.8 (CTAF) ①**



ELEV 187 Rwy 32 Idg 5700'



HIRL Rwy 14-32 ①

STATESBORO, GEORGIA

Amdt 2 06047

32° 29' N-81° 44' W

STATESBORO-BULLOCH COUNTY (TBR)

# RNAV (GPS) RWY 32

SE-4, 26 AUG 2010 to 23 SEP 2010

2600 EPEDE		VGSI and RNAV glidepath not coincident.		HENUT 5 NM Holding Pattern	
*LNAV Only		*1.2 NM to RW32		JUDIT	
RW32		1.2		3.8 NM	
CATEGORY		A		B	
LPV DA		427-½		250 (300-½)	
LNAV/VNAV DA		645-1¼		468 (500-1¼)	
LNAV MDA		560-½		383 (400-½)	
CIRCLING		640-1¾		840-1¾	
		453 (500-1¾)		653 (700-1¾)	
				880-2¼	
				693 (700-2¼)	

GS 3.00°  
TCH 47



# SWAINSBORO

## EMANUEL CO

(SBO) 2 NW UTC-5(-4DT) N32°36.55' W82°22.20'

327 B S4 FUEL 100LL, JET A OX 3, 4 NOTAM FILE MCN

RWY 13-31: H6021X100 (ASPH) S-45, D-65, 2S-83, 2D-120 HIRL

RWY 13: PAPI(P4L). Trees.

RWY 31: Trees.

AIRPORT REMARKS: Attended Mon-Sat 1300-2200Z, Sun

1800-2200Z. For after hrs fuel—self service. PAEW north side of Rwy 13-31 indef. Rwy 13 PAPI OTS indef. ACTIVATE PAPI Rwy 13 and HIRL Rwy 13-31—CTAF.

WEATHER DATA SOURCES: AWOS-3 133.375 (478) 237-8437

COMMUNICATIONS: CTAF/UNICOM 122.975

ATLANTA CENTER APP/DEP CON 135.55

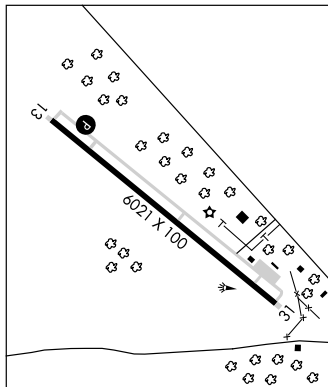
RADIO AIDS TO NAVIGATION: NOTAM FILE MCN.

DUBLIN (L) VORTAC 113.1 DBN Chan 78 N32°33.81'

W82°49.80' 088° 23.5 NM to fld. 300/05W. HIWAS.

NDB (MHW) 309 EEX N32°39.99' W82°27.16' 133° 5.4 NM to fld.

ILS 109.35 I-SBO Rwy 13. LOC only.



## SWINTON SMITH FLD AT REIDSVILLE MUNI

(See REIDSVILLE)

SYLVANIA N32°38.95' W81°35.66' NOTAM FILE MCN.

NDB(MHW) 245 JYL at Plantation Airpark.

CHARLOTTE

L-241

# SYLVANIA

## PLANTATION AIRPARK

(JYL) 7 S UTC-5(-4DT) N32°38.72' W81°35.83'

188 B S2 FUEL 100LL NOTAM FILE MCN

RWY 05-23: H5000X100 (ASPH) S-20 MIRL 0.4% up NE

RWY 05: PAPI(P2L)—GA 3.0° TCH 39'. Trees. Rgt tfc.

RWY 23: PAPI(P2L)—GA 3.0° TCH 31'.

RWY 15-33: H3787X75 (ASPH)

RWY 15: Trees. Rgt tfc.

AIRPORT REMARKS: Attended dalgt hrs. Parachute Jumping. Rwy 05-23 sfc cracking. PAPI Rwy 05 and Rwy 23 opr continuously. MIRL Rwy 05-23 preset on low ints dusk-0600Z; to increase ints and ACTIVATE after 0600Z—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.875 (912) 857-9000.

COMMUNICATIONS: CTAF/UNICOM 122.8

® JAX CENTER APP/DEP CON 132.5

RADIO AIDS TO NAVIGATION: NOTAM FILE SAV.

SAVANNAH (H) VORTAC 115.95 SAV Chan 106(Y) N32°08.78'

W81°11.95' 332° 36.1 NM to fld. 9/6W.

HIWAS.

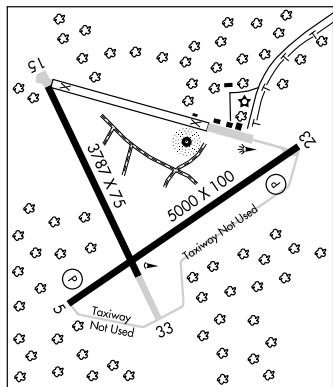
SYLVANIA NDB(MHW) 245 JYL N32°38.95' W81°35.66' at fld.

NOTAM FILE MCN.

CHARLOTTE

H-9B, 12F, L-241

IAP



LOC I-SBO <b>109.35</b>	APP CRS <b>133°</b>	Rwy Idg TDZE Apt Elev	<b>6021</b> <b>327</b> <b>327</b>
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# LOC/NDB RWY 13

SWAINSBORO/ EMANUEL COUNTY (SBO)

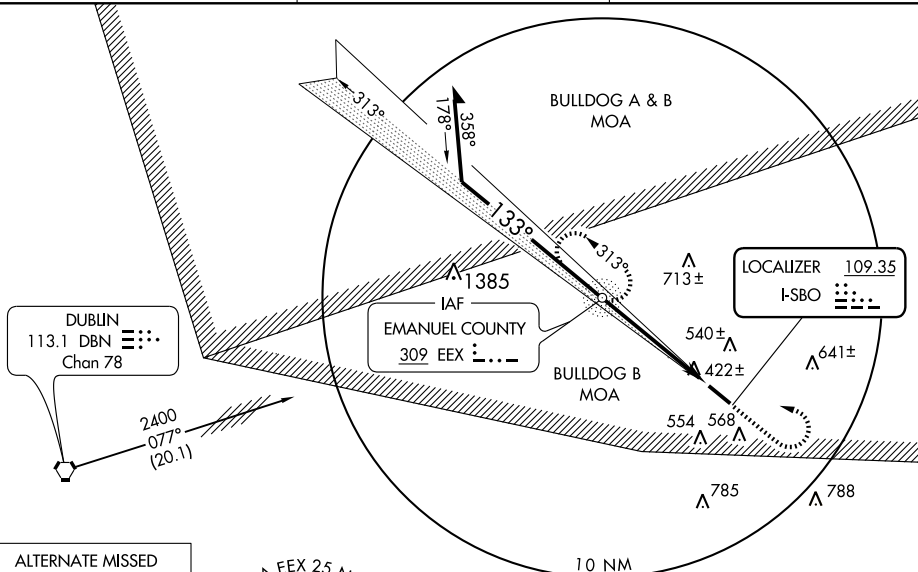
ADF required. Visibility reduction by helicopters NA.  
 When local altimeter not received, use Vidalia altimeter setting and increase all MDAs 80 feet; increase S-13 Cat. C & D visibilities  $\frac{1}{4}$ , increase circling Cat. C visibility to 2 miles and Cat. D visibility to  $2\frac{1}{4}$  miles.

MISSED APPROACH: Climb to 1200 then climbing left turn to 2400 direct EEX NDB and hold.

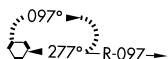
AWOS-3  
**133.375**

ATLANTA CENTER  
**135.55 343.75**

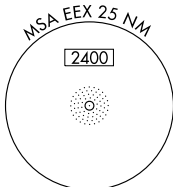
UNICOM  
**122.975 (CTAF) 0**



ALTERNATE MISSED  
APCH FIX



DUBLIN  
DBN 113.1  
Chan 78



ELEV 327

133° 4.9 NM  
from FAF

TDZE  
327

6021 x 100

31

Remain  
within 10 NM

NDB

1200

2400

EEX

309

2400

312°

TCH 45

2000

VGSI and descent  
angles not coincident.

4.9 NM

CATEGORY	A	B	C	D
S-13	680-1 353 (400-1)			680-1 $\frac{1}{4}$ 353 (400-1 $\frac{1}{4}$ )
CIRCLING	900-1 573 (600-1)	920-1 593 (600-1)	920-1 $\frac{1}{2}$ 593 (600-1 $\frac{1}{2}$ )	920-2 593 (600-2)

HIRL Rwy 13-31 0

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NDB EEX <b>309</b>	APP CRS <b>133°</b>	Rwy Idg TDZE Apt Elev <b>6021</b> <b>327</b> <b>327</b>
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**NDB RWY 13**

SWAINSBORO/ EMANUEL COUNTY (SBO)

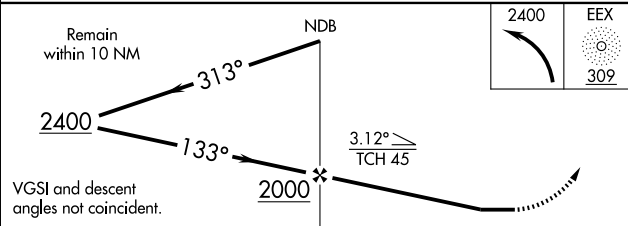
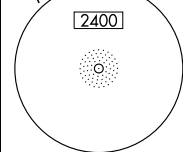
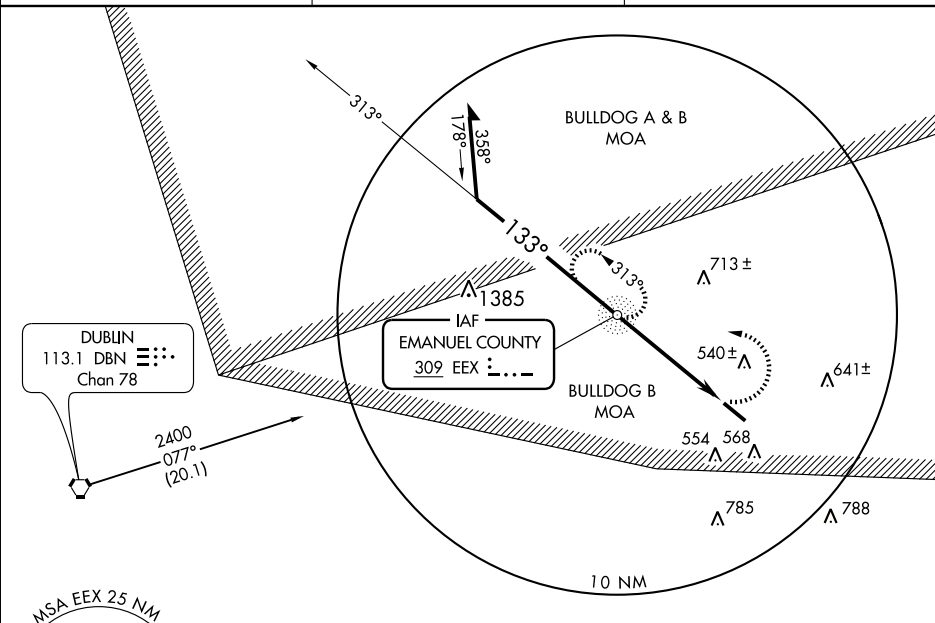
**V** Visibility reduction by helicopters NA.  
**A** When local altimeter not received, use Vidalia altimeter setting and increase all MDAs 80 feet; increase S-13 Cat. C/D ¼ mile, and increase circling Cat. C visibility to 2 and Cat. D to 2 ¼.

MISSED APPROACH: Climbing left turn to 2400  
 direct EEX NDB and hold.

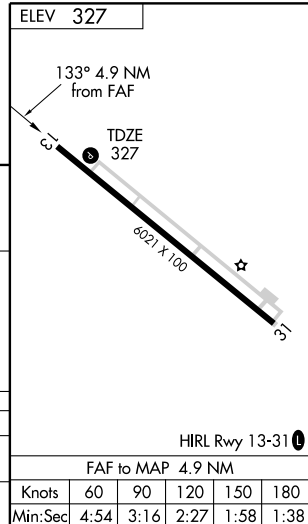
AWOS-3  
**133.375**

ATLANTA CENTER  
**135.55 343.75**

UNICOM  
**122.975 (CTAF) 0**



CATEGORY	A	B	C	D
S-13	900-1	573 (600-1)	900-1½ 573 (600-1½)	900-1¾ 573 (600-1¾)
CIRCLING	900-1 573 (600-1)	920-1 593 (600-1)	920-1½ 593 (600-1½)	920-2 593 (600-2)



HIRL Rwy 13-31 0

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

WAAS CH <b>97603</b> <b>W13A</b>	APP CRS <b>133°</b>	Rwy Idg TDZE Apt Elev	<b>6021</b> <b>327</b> <b>327</b>
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# RNAV (GPS) RWY 13

SWAINSBORO/ EMANUEL COUNTY (SBO)

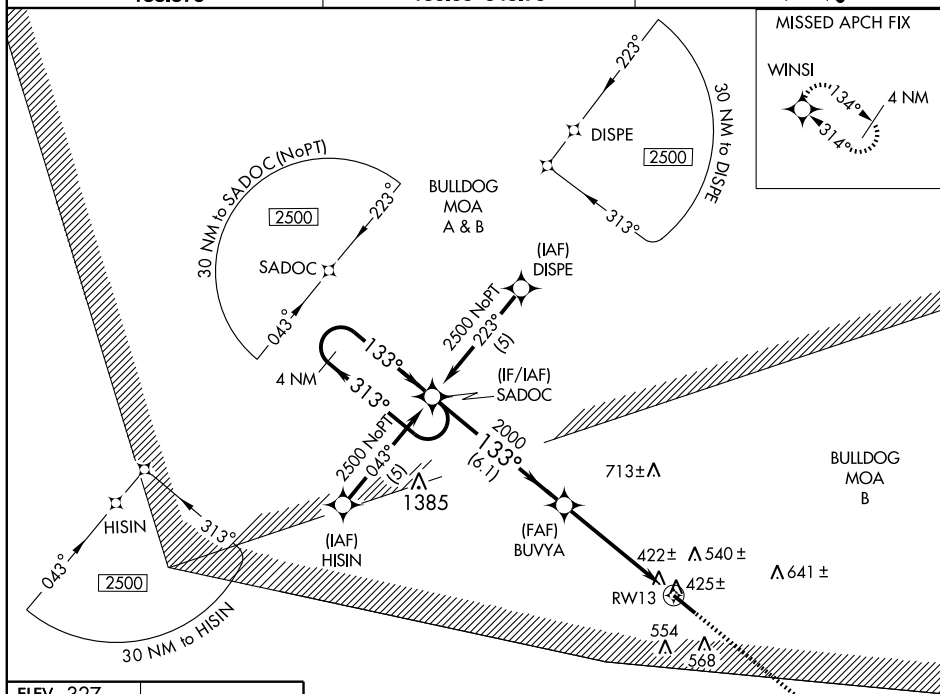
▼ Baro-VNAV NA when using Vidalia altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Vidalia altimeter setting and increase all DAs and MDAs 80 feet; increase LPV and LNAV/VNAV visibilities ¼ all Cats, increase LNAV Cats C and D visibilities ¼ mile, increase Circling Cat. C visibility to 2 and Circling Cat. D visibility to 2¼.

MISSED APPROACH:  
Climb to 2500 direct  
WINSI and hold.

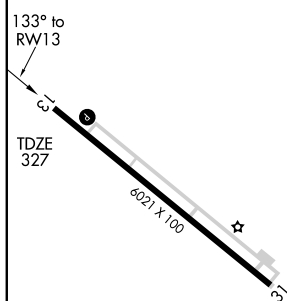
AWOS-3  
**133.375**

ATLANTA CENTER  
**135.55 343.75**

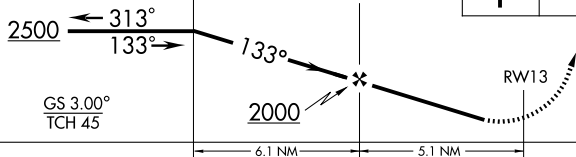
UNICOM  
**122.975 (CTAF) 0**



ELEV 327



4 NM Holding Pattern SADO VGSI and RNAV glidepath not coincident. 2500 WINSI



CATEGORY	A	B	C	D
LPV DA	677-1¼ 350 (400-1¼)			
LNAV/VNAV DA	795-1¾ 468 (500-1¾)			
LNAV MDA	680-1 353 (400-1)			680-1¼ 353 (400-1¼)
CIRCLING	900-1 573 (600-1)	920-1 593 (600-1)	920-1½ 593 (600-1½)	920-2 593 (600-2)

HIRL Rwy 13-31 0

WAAS CH <b>99306</b> <b>W31A</b>	APP CRS <b>314°</b>	Rwy Idg TDZE Apt Elev	<b>6021</b> <b>323</b> <b>327</b>
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# RNAV (GPS) RWY 31

SWAINSBORO/ EMANUEL COUNTY (SBO)

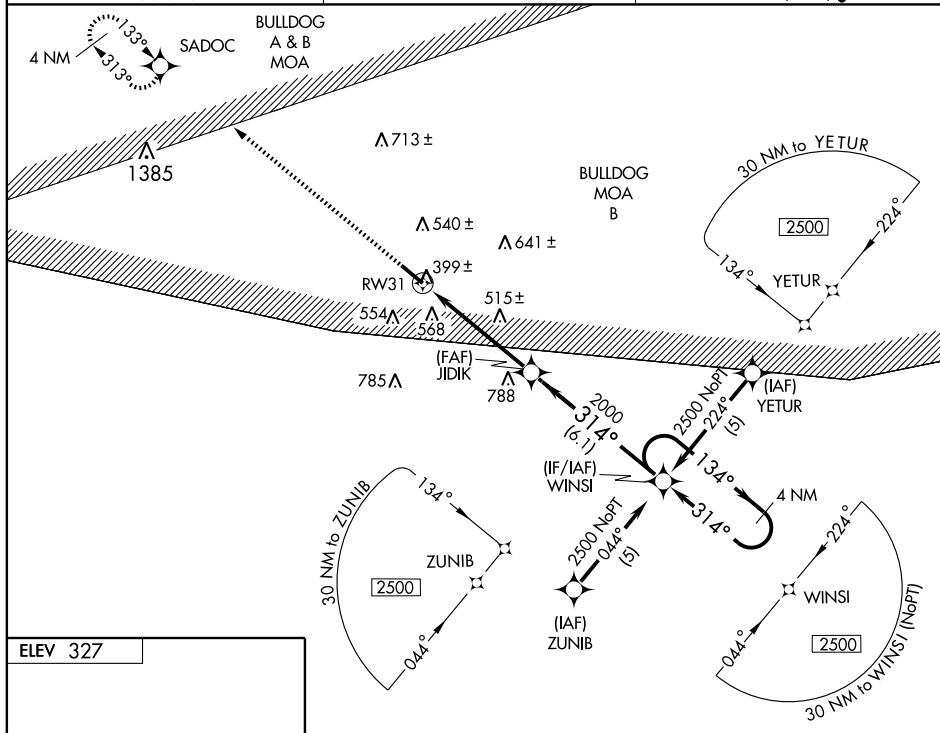
**Baro-VNAV NA** when using Vidalia altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Vidalia altimeter setting and increase LPV DA to 706, LNAV/VNAV DA to 911, and all MDAs 80 feet; increase LPV visibility ¼ mile all Cats, increase LNAV/VNAV visibility ¾ all Cats, increase LNAV Cats C and D visibilities ½, increase circling Cat C to 2 and Cat D to 2½.

**MISSED APPROACH:**  
Climb to 2500 direct  
SADOC and hold.

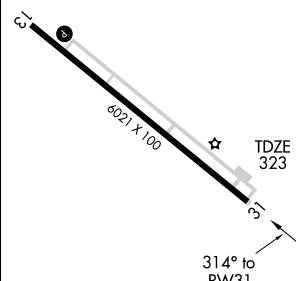
AWOS-3  
**133.375**

ATLANTA CENTER  
**135.55 343.75**

UNICOM  
**122.975 (CTAF) 0**



ELEV 327



HIRL Rwy 13-31 0

SWAINSBORO, GEORGIA  
Orig 08325

32°36'N - 82°22'W

SWAINSBORO/ EMANUEL COUNTY (SBO)  
**RNAV (GPS) RWY 31**

SE-4, 26 AUG 2010 to 23 SEP 2010

2500	SADOC	VGSI and RNAV glidepath not coincident.	WINSI	4 NM Holding Pattern
JIDIK				
RW31				
2000				
5 NM	6.1 NM			
CATEGORY	A	B	C	D
LPV DA		641-1	318 (400-1)	
LNAV/VNAV DA		669-1½	346 (400-1½)	
LNAV MDA	820-1	497 (500-1)	820-1½ 497 (500-1½)	820-1½ 497 (500-1½)
CIRCLING	900-1 573 (600-1)	920-1 593 (600-1)	920-1½ 593 (600-1½)	920-2 593 (600-2)

VORTAC DBN <b>113.1</b> Chan <b>78</b>	APP CRS <b>088°</b>	Rwy Idg TDZE Apt Elev	N/A N/A <b>327</b>
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# VOR/DME-A

SWAINSBORO/EMANUEL COUNTY (SBO)

**V** When local altimeter not received, use Vidalia altimeter setting and increase MDA 80 feet; increase Cat. C visibility to 2 miles and Cat. D visibility to 2 ¼ miles.

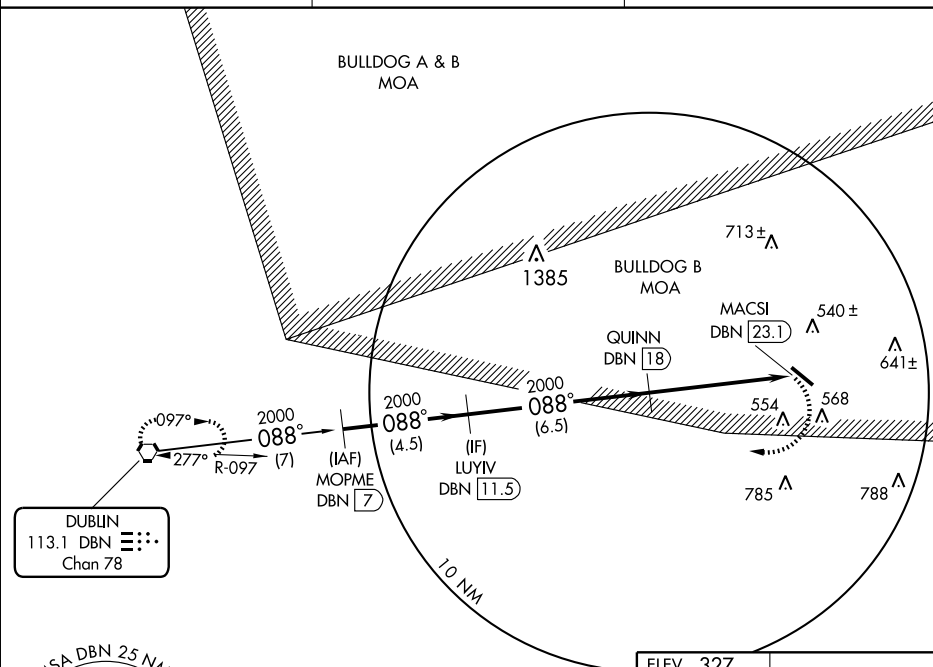
MISSED APPROACH: Climbing right turn to 2000 direct DBN VORTAC and hold.

AWOS-3  
**133.375**

ATLANTA CENTER  
**135.55 343.75**

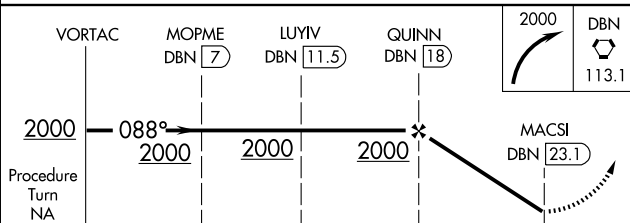
UNICOM  
**122.975 (CTAF) 0**

BULLDOG A & B  
MOA

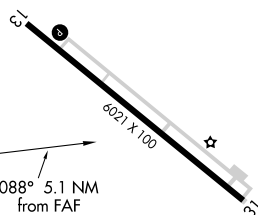


MSA DBN 25 NM  
**2600**

ELEV **327**



CATEGORY	A	B	C	D
CIRCLING	900-1 573 (600-1)	920-1¼ 593 (600-1¼)	920-1½ 593 (600-1½)	920-2 593 (600-2)



HIRL Rwy 13-31 0

# SWAINSBORO

## EMANUEL CO

(SBO) 2 NW UTC-5(-4DT) N32°36.55' W82°22.20'

327 B S4 FUEL 100LL, JET A OX 3, 4 NOTAM FILE MCN

RWY 13-31: H6021X100 (ASPH) S-45, D-65, 2S-83, 2D-120 HIRL

RWY 13: PAPI(P4L). Trees.

RWY 31: Trees.

AIRPORT REMARKS: Attended Mon-Sat 1300-2200Z, Sun

1800-2200Z. For after hrs fuel—self service. PAEW north side of Rwy 13-31 indef. Rwy 13 PAPI OTS indef. ACTIVATE PAPI Rwy 13 and HIRL Rwy 13-31—CTAF.

WEATHER DATA SOURCES: AWOS-3 133.375 (478) 237-8437

COMMUNICATIONS: CTAF/UNICOM 122.975

ATLANTA CENTER APP/DEP CON 135.55

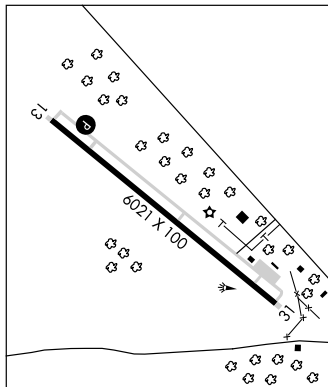
RADIO AIDS TO NAVIGATION: NOTAM FILE MCN.

DUBLIN (L) VORTAC 113.1 DBN Chan 78 N32°33.81'

W82°49.80' 088°23.5 NM to fld. 300/05W. HIWAS.

NDB (MHW) 309 EEX N32°39.99' W82°27.16' 133° 5.4 NM to fld.

ILS 109.35 I-SBO Rwy 13. LOC only.



## SWINTON SMITH FLD AT REIDSVILLE MUNI

(See REIDSVILLE)

SYLVANIA N32°38.95' W81°35.66' NOTAM FILE MCN.

NDB(MHW) 245 JYL at Plantation Airpark.

CHARLOTTE

L-241

# SYLVANIA

## PLANTATION AIRPARK

(JYL) 7 S UTC-5(-4DT) N32°38.72' W81°35.83'

188 B S2 FUEL 100LL NOTAM FILE MCN

RWY 05-23: H5000X100 (ASPH) S-20 MIRL 0.4% up NE

RWY 05: PAPI(P2L)—GA 3.0° TCH 39'. Trees. Rgt tfc.

RWY 23: PAPI(P2L)—GA 3.0° TCH 31'.

RWY 15-33: H3787X75 (ASPH)

RWY 15: Trees. Rgt tfc.

AIRPORT REMARKS: Attended dalgt hrs. Parachute Jumping. Rwy 05-23 sfc cracking. PAPI Rwy 05 and Rwy 23 opr continuously. MIRL Rwy 05-23 preset on low ints dusk-0600Z; to increase ints and ACTIVATE after 0600Z—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.875 (912) 857-9000.

COMMUNICATIONS: CTAF/UNICOM 122.8

® JAX CENTER APP/DEP CON 132.5

RADIO AIDS TO NAVIGATION: NOTAM FILE SAV.

SAVANNAH (H) VORTAC 115.95 SAV Chan 106(Y) N32°08.78' W81°11.95' 332° 36.1 NM to fld. 9/6W.

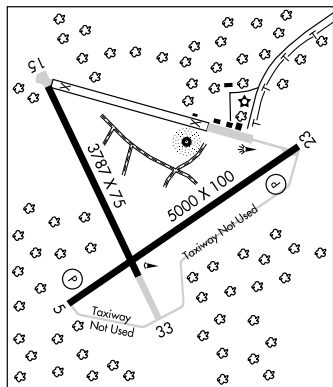
HIWAS.

SYLVANIA NDB(MHW) 245 JYL N32°38.95' W81°35.66' at fld. NOTAM FILE MCN.

CHARLOTTE

H-9B, 12F, L-241

IAP



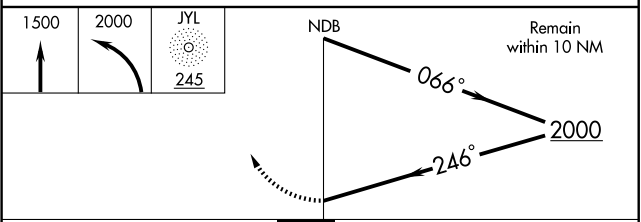
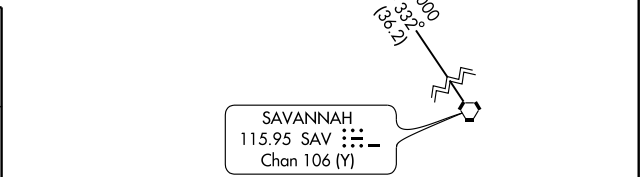
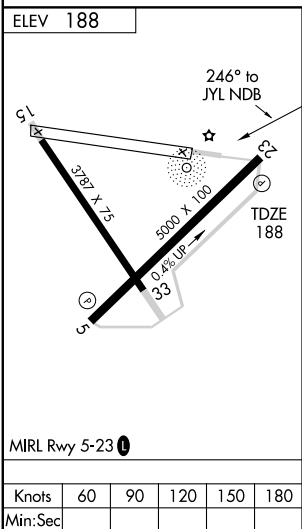
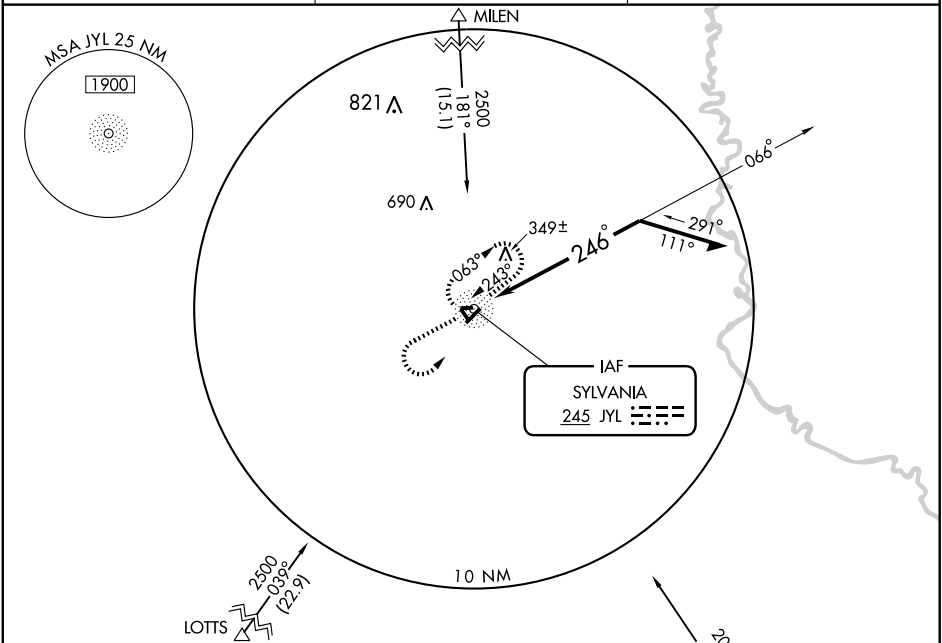
# NDB RWY 23

SYLVANIA/PLANTATION AIRPARK (JYL)

NDB JYL <b>245</b>	APP CRS <b>246°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>188</b> <b>188</b>
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<p>▼ Visibility reduction by helicopters NA.</p> <p>▲ If local altimeter setting not received, use Savannah altimeter setting and increase all MDAs 120 feet.</p>	<p>MISSED APPROACH: Climb to 1500 then climbing left turn to 2000 direct JYL NDB and hold.</p>
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AWOS-3 <b>118.875</b>	JACKSONVILLE CENTER <b>132.5 363.2</b>	UNICOM <b>122.8 (CTAF) 0</b>
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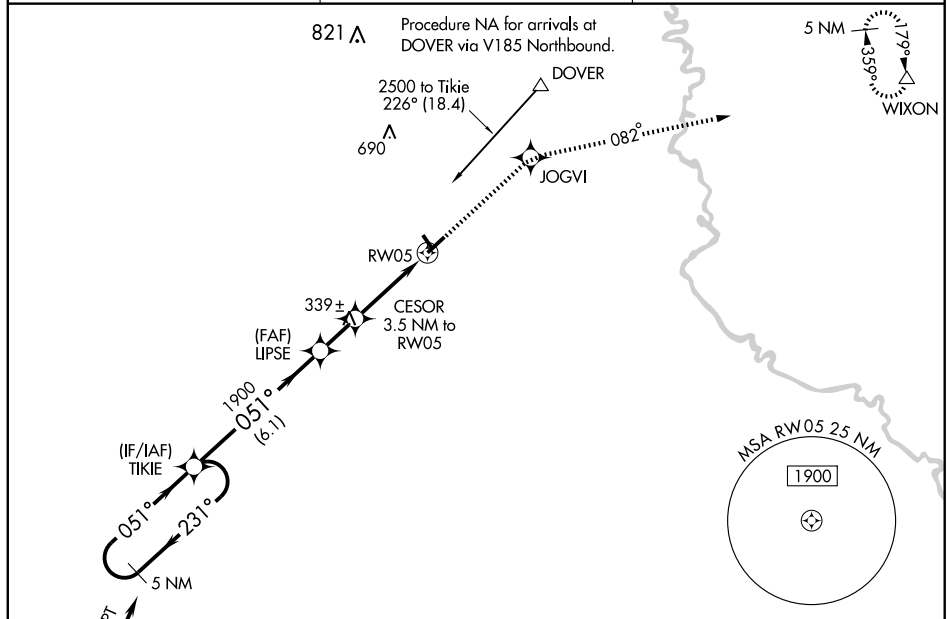
CATEGORY	A	B	C	D
S-23	700-1 512 (600-1)		700-1½ 512 (600-1½)	700-1¾ 512 (600-1¾)
CIRCLING	700-1 512 (600-1)		700-1½ 512 (600-1½)	740-2 552 (600-2)



WAAS CH <b>93605</b> <b>W05A</b>	APP CRS <b>051°</b>	Rwy Idg TDZE <b>178</b> Apt Elev <b>188</b>	<b>5000</b>
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# RNAV (GPS) RWY 5 SYLVANIA/ PLANTATION AIRPARK (JYL)

<p><b>▼</b> For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Visibility reduction by helicopters NA.</p> <p><b>▲</b> If local altimeter setting not received, use Savannah altimeter setting and increase LPV DA to 583 feet; LNAV/VNAV DA to 604 feet; increase all MDAs 120 feet.</p>		<p>MISSED APPROACH: Climb to 4000 direct JOGVI and via 082° track to WIXON and hold, continue climb-in-hold to 4000.</p>
<p>AWOS-3 <b>118.875</b></p>	<p>JACKSONVILLE CENTER <b>132.5 363.2</b></p>	<p>UNICOM <b>122.8 (CTAF) 0</b></p>



CATEGORY	A	B	C	D
LPV DA		478-1	300 (300-1)	
LNAV/VNAV DA		499-1	321 (400-1)	
LNAV MDA		500-1	322 (400-1)	
CIRCLING	640-1	452 (500-1)	640-1½ 452 (500-1½)	740-2 552 (600-2)

MIRL Rwy 5-23

WAAS CH <b>93799</b> <b>W23A</b>	APP CRS <b>232°</b>	Rwy Idg TDZE <b>188</b> Apt Elev <b>188</b>	<b>5000</b>
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# RNAV (GPS) RWY 23

SYLVANIA/ PLANTATION AIRPARK (JYL)

- T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
- A** If local altimeter setting not received, use Savannah altimeter setting and increase LPV DA to 620 feet; LNAV/VNAV DA to 664 feet; increase all MDAs 120 feet.

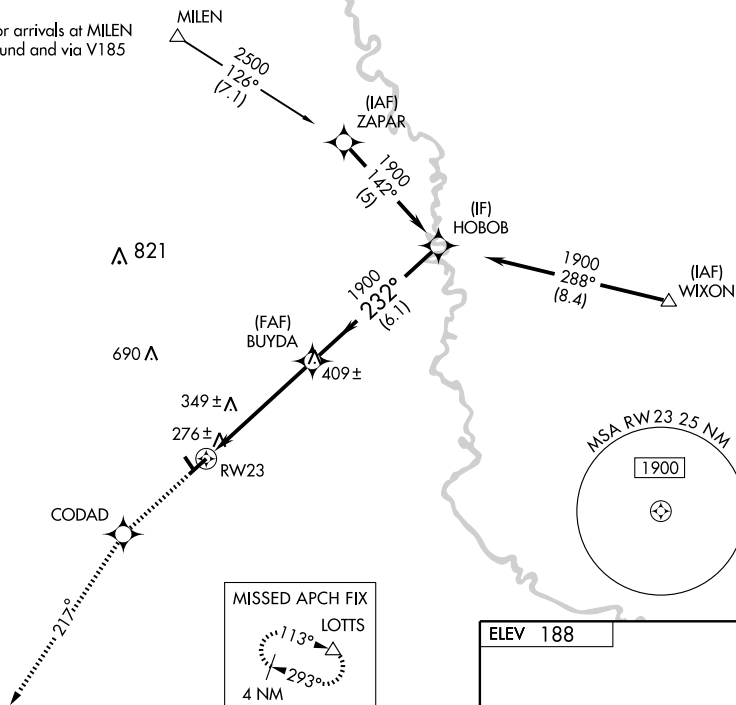
**MISSED APPROACH:** Climb to 3000 direct CODAD and via 217° track to LOTTS and hold.

AWOS-3  
**118.875**

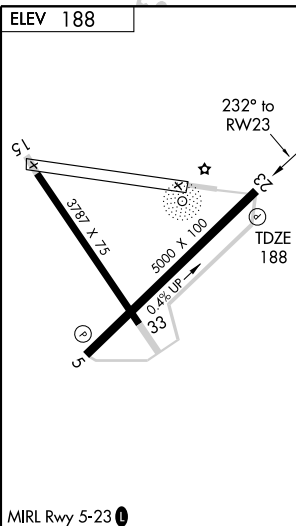
JACKSONVILLE CENTER  
**132.5 363.2**

UNICOM  
**122.8 (CTAF) 1**

Procedure NA for arrivals at MILEN via V70 Westbound and via V185 Northbound.



3000	CODAD	TRK 217°	LOTS	VGSI and RNAV glidepath not coincident.				Procedure Turn NA
				BUYDA				HOBBOB
						232°		1900
						1900		
						GS 3.00°		TCH 52
				5.1 NM		6.1 NM		
CATEGORY	A		B		C		D	
LPV DA			515-1		327 (400-1)			
LNAV/VNAV DA			559-1¼		371 (400-1¼)			
LNAV MDA	600-1		412 (500-1)		600-1¼		412 (500-1¼)	
CIRCLING	640-1		452 (500-1)		640-1½		740-2	
				452 (500-1½)		552 (600-2)		



**SYLVESTER** (SYV) 3 NW UTC-5(-4DT) N31°33.38' W83°53.65'

403 B NOTAM FILE MCN

RWY 01-19: H3293X75 (ASPH) S-26 MIRL

RWY 01: PAPI(P2L) Trees. RWY 19: PAPI(P2L) Trees.

**AIRPORT REMARKS:** Unattended. ACTIVATE MIRL Rwy 01-19 and PAPI Rwy 01 and Rwy 19—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ JAX CENTER APP/DEP CON 125.75

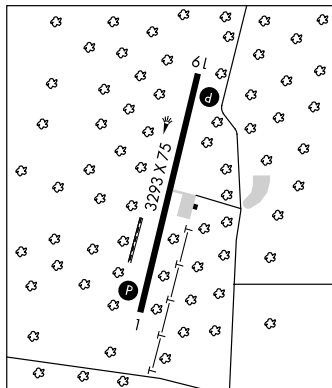
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ABY.

PECAN (H) VORTACW 116.1 PZD Chan 108 N31°39.31'

W84°17.59' 108° 21.3 NM to fld. 280/02W. HIWAS.

JACKSONVILLE

L-18J



**TELFAIR-WHEELER** (See Mc RAE)

**THOMASTON-UPSON CO** (OPN) 5 NE UTC-5(-4DT) N32°57.30' W84°15.85'

798 B S4 FUEL 100LL, JET A1+ NOTAM FILE OPN Not insp.

RWY 12-30: H6350X100 (ASPH) S-20, D-50 MIRL

RWY 12: PAPI(P2L)—GA 3.0° TCH 27'. Thld dsplcd 648'. Trees.

RWY 30: MALSR. PAPI(P2L)—GA 3.0° TCH 27'. Thld dsplcd 699'. Trees.

**AIRPORT REMARKS:** Attended 1300-2300Z±. For svc after hrs call 706-647-7143. Parachute Jumping. ACTIVATE MALSR Rwy 30 and PAPI Rwy 12 and Rwy 30—CTAF. MIRL Rwy 12-30 preset med ints dusk-0500Z±; after 0500Z± ACTIVATE—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 133.975 (706) 646-4123

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ ATLANTA APP/DEP CON 124.2 (blo 7000') 119.6 (7000' and abv) (1115-0500Z±)

ATLANTA CENTER APP/DEP CON 134.5 (0500-1115Z±)

GCO 121.725 (FLIGHT SERVICES)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCN.

MACON (H) VORTAC 114.2 MCN Chan 89 N32°41.47'

W83°38.83' 296° 35 NM to fld. 381/01E.

YATES NDB (MHW/LOM) 339 OP N32°55.14' W84°11.24' 302° 4.4 NM to fld.

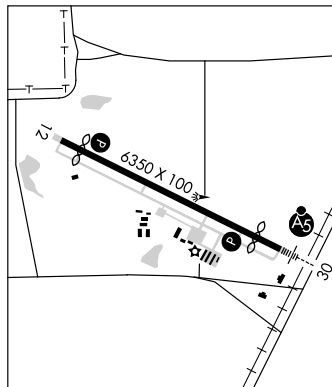
ILS/DME 109.75 I-OPN Chan 34(Y) Rwy 30. Class

IB. LOM YATES NDB.

ATLANTA

H-9A, 12F, L-18J

IAP



LOC/DME I-OPN  
**109.75**  
Chan **34 (Y)**

APP CRS  
**301°**

Rwy Idg **5651**  
TDZE **796**  
Apt Elev **798**

**ILS or LOC RWY 30**  
THOMASTON-UPSON COUNTY (OPN)

**ADF REQUIRED.** When local altimeter setting not received, use Peachtree City-Falcon Field altimeter setting and increase all DA 68 feet and all MDA 80 feet; increase S-LOC 30 Cats C and D visibility  $\frac{1}{4}$  mile. For inoperative MALSR when using Peachtree City-Falcon Field altimeter setting, increase S-ILS 30 all Cats visibility to 1 mile. VDP NA when using Peachtree City-Falcon Field altimeter setting.

MALSR



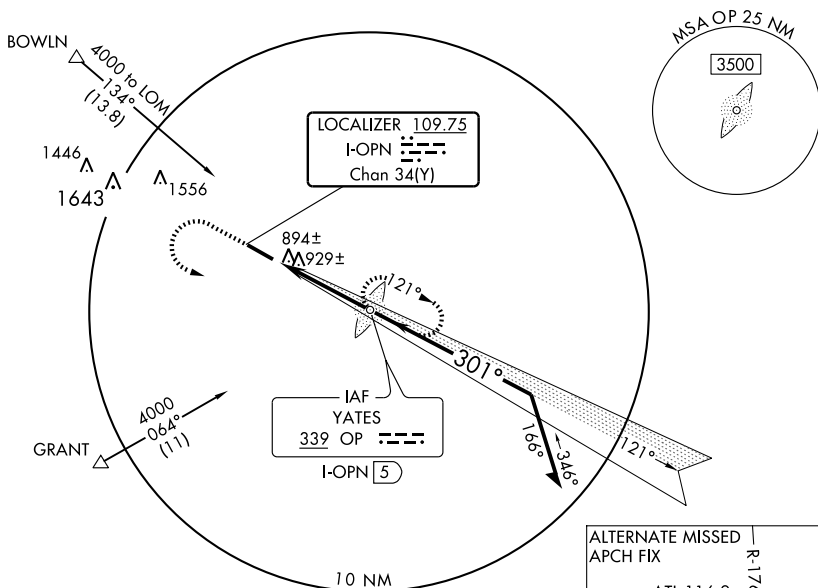
**MISSED APPROACH:** Climb to 1500 then climbing left turn to 3000 direct YATES LOM and hold, continue climb-in-hold to 3000.

AWOS-3  
**133.975**

ATLANTA APP CON \*  
**124.2 279.6**

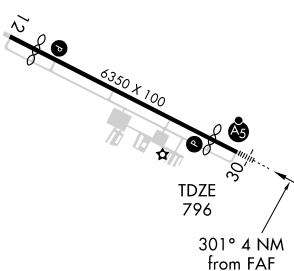
GCO  
**121.725**

UNICOM  
**122.8 (CTAF) 0**



ELEV **798**

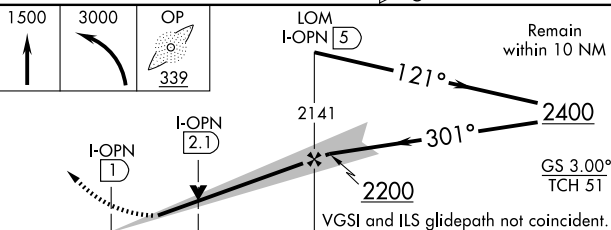
**ADF REQUIRED**



MRL Rwy 12-30 **0**

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20



CATEGORY	A	B	C	D
S-ILS 30	996- $\frac{1}{2}$ 200 (200- $\frac{1}{2}$ )			
S-LOC 30	1160- $\frac{1}{2}$ 364 (400- $\frac{1}{2}$ )			1160- $\frac{3}{4}$ 364 (400- $\frac{3}{4}$ )
CIRCLING	1260-1	462 (500-1)	1260-1 $\frac{1}{2}$ 462 (500-1 $\frac{1}{2}$ )	1360-2 562 (600-2)

NDB OP <b>339</b>	APP CRS <b>302°</b>	Rwy Idg TDZE Apt Elev	<b>5651</b> <b>796</b> <b>798</b>
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**NDB RWY 30**

THOMASTON-UPSON COUNTY (OPN)



When local altimeter setting not received, use Peachtree City-Falcon Field altimeter setting and increase all MDA 80 feet; increase S-30 Cats C, D visibility ¼ mile.



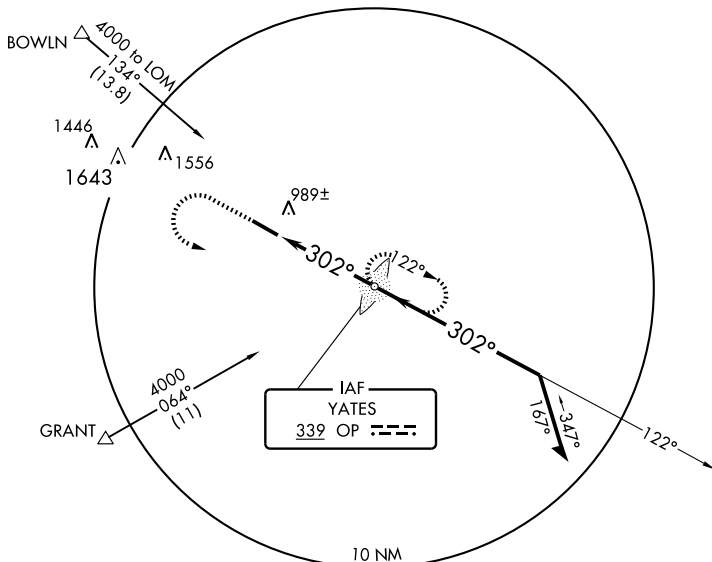
MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct YATES LOM and hold.

AWOS-3  
**133.975**

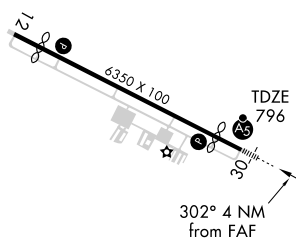
ATLANTA APP CON★  
**124.2 279.6**

GCO  
**121.725**

UNICOM  
**122.8 (CTAF) 0**



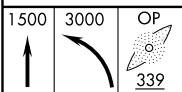
ELEV 798



MIRL Rwy 12-30 0

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20



LOM 122°  
Remain within 10 NM

302° 2400  
2200  
3.20°  
TCH 40

VGSI and descent angles not coincident.

CATEGORY	A	B	C	D
S-30	1300-¾ 504 (600-¾)		1300-1 504 (600-1)	1300-1¼ 504 (600-1¼)
CIRCLING	1300-1 502 (600-1)		1300-1½ 502 (600-1½)	1360-2 562 (600-2)

THOMASTON, GEORGIA

Amdt 2 22OCT09

THOMASTON-UPSON COUNTY (OPN)

32° 57'N - 84° 16'W

**NDB RWY 30**

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010

WAAS CH <b>63115</b> <b>W12A</b>	APP CRS <b>121°</b>	Rwy Idg TDZE <b>791</b> Apt Elev <b>798</b>
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# RNAV (GPS) RWY 12

THOMASTON-UPSON COUNTY (OPN)

**▼** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Peachtree City-Falcon Field altimeter setting and increase all DA 68 feet and all MDA 80 feet; increase LPV visibility ¼ mile all Cats, LNAV Cat D visibility ¼ mile.

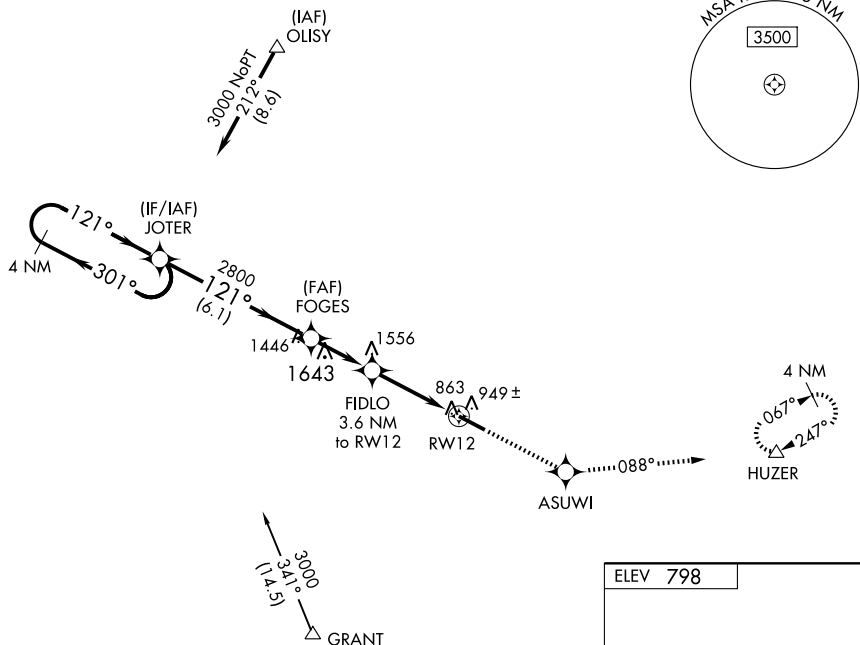
MISSED APPROACH: Climb to 3000 direct ASUWI and via track 088° to HUZER and hold.

AWOS-3  
**133.975**

ATLANTA APP CON ★  
**124.2 279.6**

GCO  
**121.725**

UNICOM  
**122.8 (CTAF)** **0**



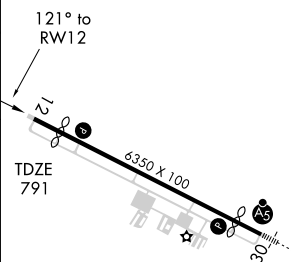
VGSI and RNAV glidepath not coincident.

4 NM  
Holding Pattern JOTER

3000  
GS 3.00°  
TCH 50

CATEGORY	A	B	C	D
LPV DA	1063-1		272 (300-1)	
LNAV MDA	1200-1 409 (500-1)		1200-1½ 409 (500-1½)	
CIRCLING	1300-1 502 (600-1)		1300-1½ 502 (600-1½)	1360-2 562 (600-2)

ELEV 798



MIRL Rwy 12-30 **0**

WAAS CH <b>58215</b> <b>W30A</b>	APP CRS <b>301°</b>	Rwy Idg TDZE <b>796</b> Apt Elev <b>798</b>	<b>5651</b> <b>796</b> <b>798</b>
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# RNAV (GPS) RWY 30

THOMASTON-UPSON COUNTY (OPN)



For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Peachtree City-Falcon Field altimeter setting. When local altimeter setting not received, use Peachtree City-Falcon Field altimeter setting and increase all DA 68 feet and all MDA 80 feet; increase LNAV/VNAV visibility ¼ mile all Cats, LNAV Cat C visibility ¼ mile. For inoperative MALSR, increase LNAV Cat D visibility ¼ mile. For inoperative MALSR, when using Peachtree City-Falcon Field altimeter setting; increase LPV visibility ½ mile all Cats.

MALSR



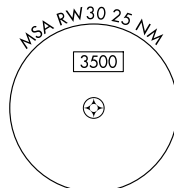
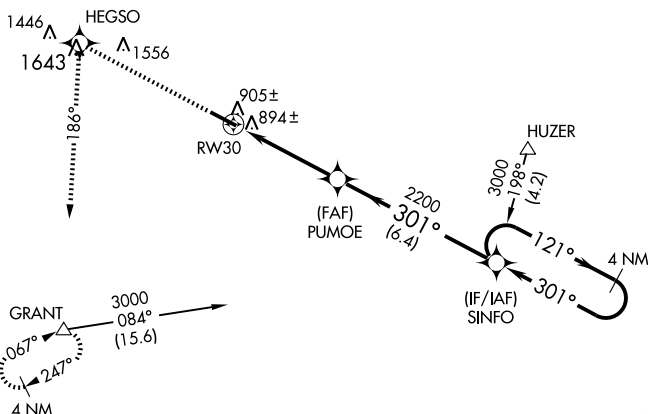
MISSED APPROACH: Climb to 3000 direct HEGSO and climbing left turn via track 186° to GRANT and hold.

AWOS-3  
**133.975**

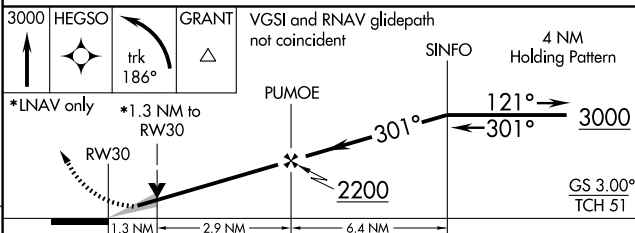
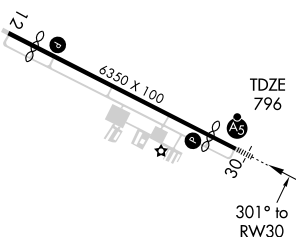
ATLANTA APP CON ★  
**124.2 279.6**

GCO  
**121.725**

UNICOM  
**122.8** (CTAF) **0**



ELEV **798**



CATEGORY	A	B	C	D
LPV DA	996-½		200 (200-½)	
LNAV/VNAV DA	1191-¾		395 (400-¾)	
LNAV MDA	1240-½	444 (500-½)	1240-¾ 444 (500-¾)	1240-1 444 (500-1)
CIRCLING	1300-1	502 (600-1)	1300-1½ 502 (600-1½)	1360-2 562 (600-2)

MIRL Rwy 12-30 **0**

**THOMASVILLE RGNL** (TVI) 6 NE UTC-5(-4DT) N30°54.11' W83°52.87'

264 B S4 FUEL 100LL, JET A NOTAM FILE MCN

RWY 04-22: H5496X100 (ASPH) S-30 MIRL

RWY 04: PAPI(P2L)—GA 3.0° TCH 51'. Trees.

RWY 22: MALS F. REIL. PAPI(P2L)—GA 3.0° TCH 59'. Trees.

RWY 14-32: H5000X100 (ASPH) S-20 LIRL 0.3% up NW

RWY 14: Trees. RWY 32: Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1100-0100Z†, Sat-Sun 1300-2300Z†. Glider activity on and in vol of arpt. MIRL Rwy 04-22 preset low ints, to increase ints and ACTIVATE MALS F—CTAF.

ACTIVATE PAPI Rwy 04 and Rwy 22 during daylight hours—CTAF, after dusk PAPI Rwy 04 and Rwy 22 opr continuously.

**WEATHER DATA SOURCES:** AWOS-3 119.175 (229) 225-4336.

**COMMUNICATIONS:** CTAF/UNICOM 123.075

RCO 122.55 (MACON RADIO)

- Ⓡ VALDOSTA APP/DEP CON 119.525 (8,000' and abv) 126.6 (blo 8,000') (Opr Mon-Thu 1200-0700Z†, Fri 1200-0300Z†, Sat, Sun and hol 1400-2200Z†)

- Ⓡ JAX CENTER APP/DEP CON 135.325 (Mon-Thu 0700-1200Z†, Fri 0300-1200Z†, Sat, Sun and hol 2200-1400Z†)

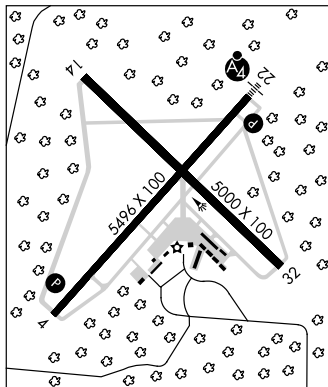
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCN.

MOULTRIE (L) VOR/DME 108.8 MGR Chan 25 N31°04.94' W83°48.25' 202° 11.5 NM to fld. 290/02W.

PATTEN NDB (MHW) 245 GTP N30°57.45' W83°49.60' 222° 4.4 NM to fld.

Unmonitored 0200-1100Z† Mon-Fri, 0500-1700Z† Sat-Sun.

ILS/DME 110.1 I-TVI Chan 38 Rwy 22. Unmonitored 0200-1100Z† Mon-Fri, 0500-1700Z† Sat-Sun.



**THOMSON-McDUFFIE CO** (HQU) 4 N UTC-5(-4DT) N33°31.78' W82°31.02'

501 B S8 FUEL 100LL, JET A NOTAM FILE MCN

RWY 10-28: H5503X100 (ASPH) S-30, D-50, 2D-87 HIRL 0.9% up E

RWY 10: PAPI(P2L)—GA 3.0° TCH 52'. Thld dspcd 295'. Treeline.

RWY 28: PAPI(P2L)—GA 3.0° TCH 28'. Thld dspcd 200'. Trees.

**AIRPORT REMARKS:** Attended 1230-2230Z†. Deer on rwy at ngt.

ACTIVATE HIRL Rwy 10-28, PAPI Rwy 10 and Rwy 28—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 120.625 (706) 597-9801.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

- Ⓡ AUGUSTA APP/DEP CON 126.8 (1145-0400Z†)

- Ⓡ ATLANTA CENTER APP/DEP CON 128.1 (0400-1145Z†)

GCO 121.725 (FLIGHT SERVICES)

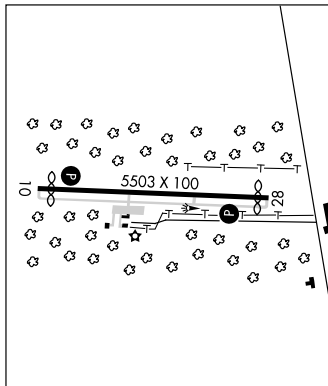
**RADIO AIDS TO NAVIGATION:** NOTAM FILE AND.

COLLIERS (H) VORTAC 113.9 IRQ Chan 86 N33°42.44' W82°09.72' 243° 20.7 NM to fld. 428/04W.

CEDAR NDB (MHW/LOM) 341 AA N33°32.00' W82°36.86' 096° 4.9 NM to fld. NOTAM FILE MCN.

NDB unusable byd 15 NM.

ILS 110.75 I-AAQ Rwy 10. LOM CEDAR NDB.



**TIFT MYERS** N31°25.72' W83°29.33' NOTAM FILE MCN.

(T) VORW 112.5 IFM at Henry Tift Myers. VOR portion unusable 301°-324°.

RCO 122.35 (MACON RADIO)

JACKSONVILLE

L-18J, 22J

**TIFT0** N31°21.80' W83°26.64' NOTAM FILE MCN.

NDB (MHW/LOM) 409 TM 333° 4.5 NM to Henry Tift Myers.

JACKSONVILLE

L-18J, 22J




LOC/DME I-TVI <b>110.1</b> Chan <b>38</b>	APP CRS <b>222°</b>	Rwy Idg TDZE Apt Elev	<b>5496</b> <b>242</b> <b>264</b>
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# ILS or LOC RWY 22

THOMASVILLE RGNL (TVI)

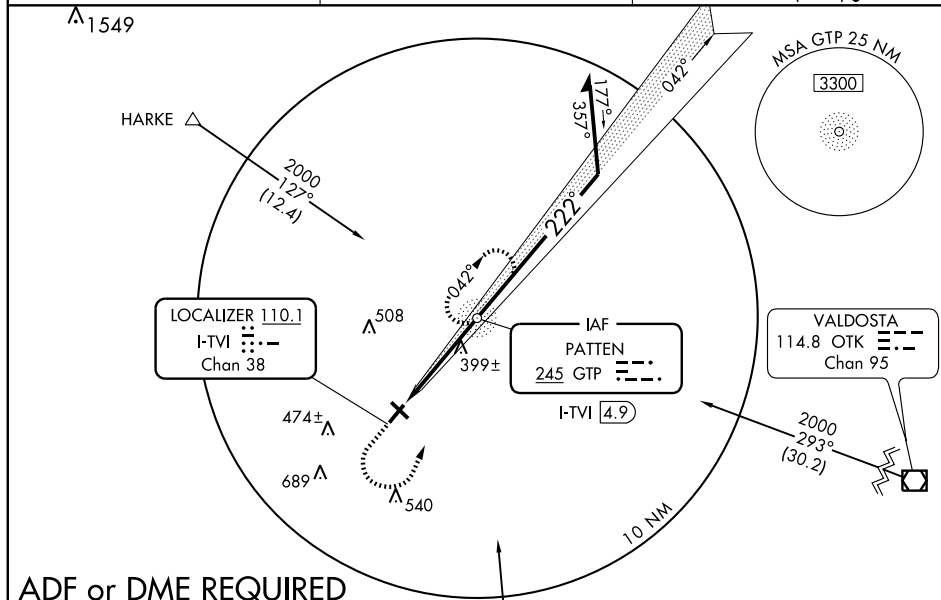
**▼**  
**▲ NA**

Inoperative table does not apply to S-LOC 22 Cat. C.  
ADF REQUIRED. When local altimeter setting not received, use Valdosta altimeter setting and increase DA to 683 feet, increase all MDAs 100 feet, increase S-ILS 22 visibilities ¼ mile, S-LOC 22 Cat. C ¼ mile, and Cat. D ½ mile. VDP NA when using Valdosta altimeter setting.

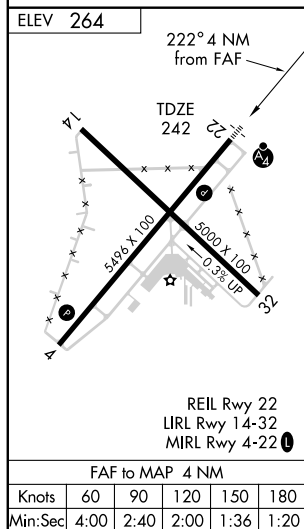
**MALSF**  
 =

**MISSED APPROACH:** Climb to 900 then climbing left turn to 2000 direct GTP NDB and hold.

AWOS-3 <b>119.175</b>	VALDOSTA APP CON ★ <b>126.6 285.6</b>	UNICOM <b>123.075 (CTAF) 0</b>
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## ADF or DME REQUIRED



<div>900</div> <div>2000</div> <div>GTP 245</div>	<div>NDB I-TVI 4.9</div> <div>1570</div> <div>042°</div> <div>222°</div> <div>2000</div> <div>1600</div> <div>GS 3.00° TCH 59</div> <div>GS unusable below 600.</div>			
	<div>1.2 NM</div> <div>2.8 NM</div>			
CATEGORY	A	B	C	D
S-ILS 22	600-1¼ 358 (400-1¼)			
S-LOC 22	660-¾ 418 (400-¾)	660-1¼ 418 (400-1¼)		
CIRCLING	680-1 416 (500-1)	720-1 456 (500-1)	720-1½ 456 (500-1½)	840-2 576 (600-2)

NDB GTP <b>245</b>	APP CRS <b>222°</b>	Rwy Idg TDZE Apt Elev	<b>5496</b> <b>242</b> <b>264</b>
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# NDB RWY 22

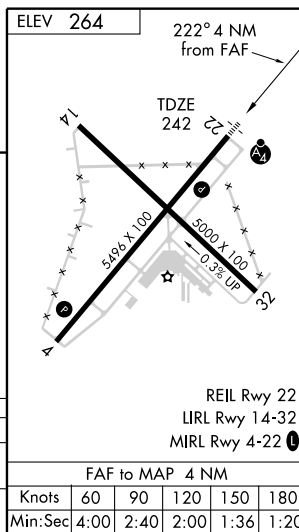
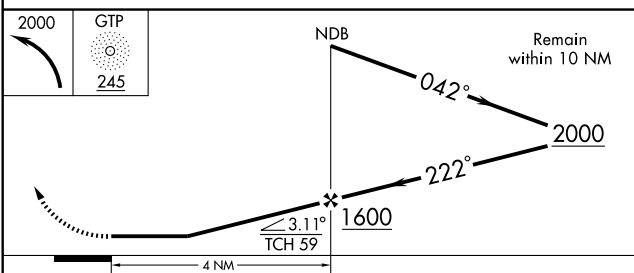
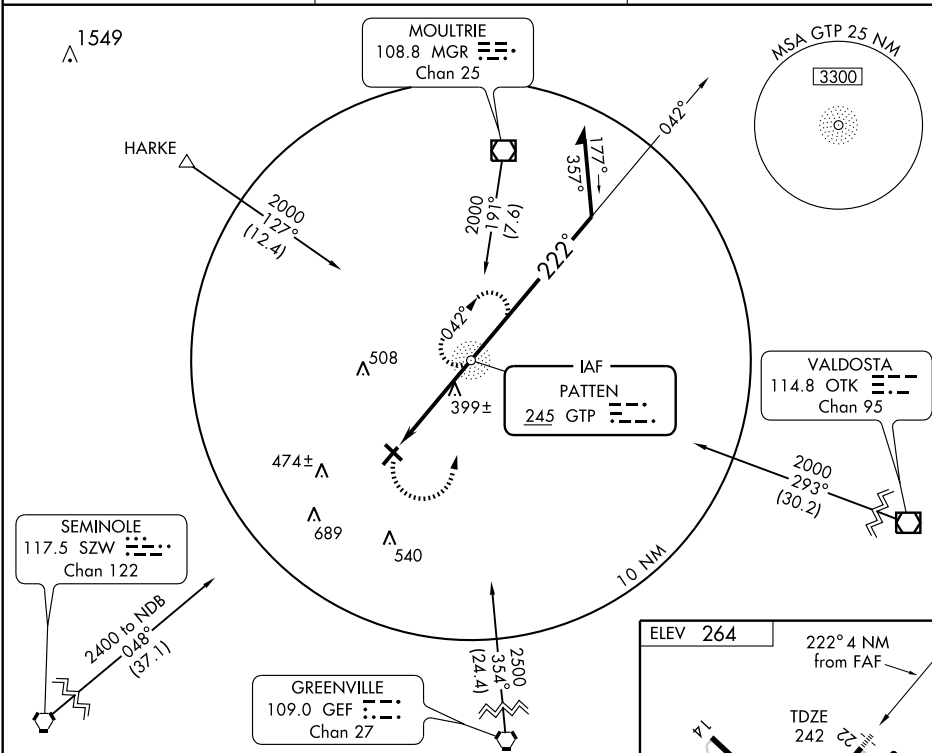
THOMASVILLE RGNL (TVI)

<p>▼ <b>NA</b></p> <p>Inoperative table does not apply to S-22 Cat. C. When local altimeter setting not received, use Valdosta altimeter setting and increase all MDAs 100 feet, increase S-22 Cat. C and D visibility ¼ mile, Circling Cat. D visibility ¼ mile.</p>	<p><b>MALSF</b></p> <p>☯ <math>\equiv</math></p>	<p><b>MISSED APPROACH:</b> Climbing left turn to 2000 direct GTP NDB and hold, continue climb-in-hold to 2000.</p>
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AWOS-3  
**119.175**

VALDOSTA APP CON ★  
**126.6 285.6**

UNICOM  
**123.075 (CTAF) 0**



CATEGORY	A	B	C	D
S-22	700-3/4 458 (500-3/4)		700-1 1/4 458 (500-1 1/4)	700-1 1/2 458 (500-1 1/2)
CIRCLING	700-1 436 (500-1)	720-1 456 (500-1)	720-1 1/2 456 (500-1 1/2)	840-2 576 (600-2)

WAAS CH <b>69604</b> <b>W22A</b>	APP CRS <b>222°</b>	Rwy Idg TDZE Apt Elev	<b>5496</b> <b>242</b> <b>264</b>
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**RNAV (GPS) RWY 22**

THOMASVILLE RGNL (TVI)

**▼** Inoperative table does not apply to LNAV/VNAV and LNAV Cat. C.  
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below  
-15°C (5°F) or above 48°C (119°F). Visibility reduction by helicopters NA.  
**▲ NA** If local altimeter not received, use Valdosta Rgnl altimeter setting and  
increase all DAs/MDAs 100 feet. VDP and Baro-VNAV NA when using  
Valdosta Rgnl altimeter setting.

**MALSF**  


**MISSED APPROACH:** Climb  
to 2000 direct ROYOP and  
via 154° track to GEF  
VORTAC and hold.

AWOS-3  
**119.175**

VALDOSTA APP CON★  
**126.6 285.6**

UNICOM  
**123.075 (CTAF) 0**

**▲ 1549**

Procedure NA for arrivals at SALER  
via V35-159 Northwest bound.

SALER  
  
2500  
124°  
(22.6)

(IAF) GIVLE  


(IF) WEVOB  


(FAF) JEXER  


(IAF) VAYDU  


508 **▲**

RW22  


399±  
355±

474± **▲**

689 **▲**

**▲ 540**





MISSED APCH FIX

GREENVILLE  
GEF  
  
154°  
334°  
4 NM




ROYOP  


VALDOSTA  
OTK  


Procedure NA for arrivals at OTK  
VOR/DME via V579 Southbound.


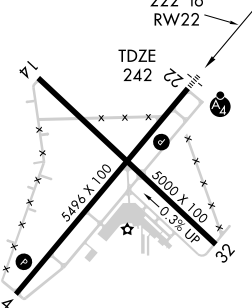
2000 	ROYOP 	TRK 154° 	GEF 
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\*LNAV only.

RW22  
  
\*1.2 NM to RW22  
JEXER  
  
222°  
1600  
WEVOB  
  
2500  
Procedure Turn NA  
GS 3.00°  
TCH 59

CATEGORY	A	B	C	D
LPV DA	582-1¼ 340 (400-1¼)			
LNAV/ VNAV DA	625-1¼ 383 (400-1¼)			
LNAV MDA	660-¾ 418 (400-¾)		660-1¼ 418 (400-1¼)	
CIRCLING	680-1 416 (500-1)	720-1 456 (500-1)	720-1½ 456 (500-1½)	840-2 576 (600-2)

ELEV 264

222° to RW22  
TDZE 242  
  
5496 X 100  
5000 X 100  
0.3% UP  
3°  


REIL Rwy 22  
IURL Rwy 14-32  
MIRL Rwy 4-22 **0**

**THOMASVILLE RGNL** (TVI) 6 NE UTC-5(-4DT) N30°54.11' W83°52.87'

264 B S4 FUEL 100LL, JET A NOTAM FILE MCN

RWY 04-22: H5496X100 (ASPH) S-30 MIRL

RWY 04: PAPI(P2L)—GA 3.0° TCH 51'. Trees.

RWY 22: MALS F. REIL. PAPI(P2L)—GA 3.0° TCH 59'. Trees.

RWY 14-32: H5000X100 (ASPH) S-20 LIRL 0.3% up NW

RWY 14: Trees. RWY 32: Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1100-0100Z†, Sat-Sun 1300-2300Z†. Glider activity on and in vol of arpt. MIRL Rwy 04-22 preset low ints, to increase ints and ACTIVATE MALS F—CTAF.

ACTIVATE PAPI Rwy 04 and Rwy 22 during daylight hours—CTAF, after dusk PAPI Rwy 04 and Rwy 22 opr continuously.

**WEATHER DATA SOURCES:** AWOS-3 119.175 (229) 225-4336.**COMMUNICATIONS:** CTAF/UNICOM 123.075

RCO 122.55 (MACON RADIO)

- Ⓡ **VALDOSTA APP/DEP CON** 119.525 (8,000' and abv) 126.6 (blo 8,000')  
(Opr Mon-Thu 1200-0700Z†, Fri 1200-0300Z†, Sat, Sun and hol 1400-2200Z†)

- Ⓡ **JAX CENTER APP/DEP CON** 135.325 (Mon-Thu 0700-1200Z†, Fri 0300-1200Z†, Sat, Sun and hol 2200-1400Z†)

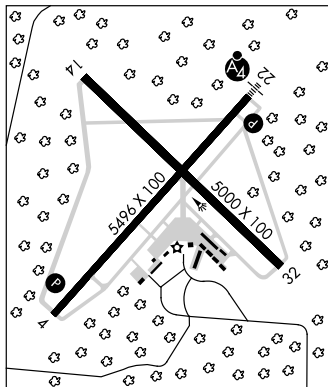
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCN.

**MOULTRIE (L) VOR/DME** 108.8 MGR Chan 25 N31°04.94' W83°48.25' 202° 11.5 NM to fld. 290/02W.

**PATTEN NDB (MHW)** 245 GTP N30°57.45' W83°49.60' 222° 4.4 NM to fld.

Unmonitored 0200-1100Z† Mon-Fri, 0500-1700Z† Sat-Sun.

**ILS/DME** 110.1 I-TVI Chan 38 Rwy 22. Unmonitored 0200-1100Z† Mon-Fri, 0500-1700Z† Sat-Sun.

**THOMSON-McDUFFIE CO** (HQU) 4 N UTC-5(-4DT) N33°31.78' W82°31.02'

501 B S8 FUEL 100LL, JET A NOTAM FILE MCN

RWY 10-28: H5503X100 (ASPH) S-30, D-50, 2D-87 HIRL 0.9% up E

RWY 10: PAPI(P2L)—GA 3.0° TCH 52'. Thld dspcd 295'. Treeline.

RWY 28: PAPI(P2L)—GA 3.0° TCH 28'. Thld dspcd 200'. Trees.

**AIRPORT REMARKS:** Attended 1230-2230Z†. Deer on rwy at ngt.

ACTIVATE HIRL Rwy 10-28, PAPI Rwy 10 and Rwy 28—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 120.625 (706) 597-9801.**COMMUNICATIONS:** CTAF/UNICOM 122.8

- Ⓡ **AUGUSTA APP/DEP CON** 126.8 (1145-0400Z†)

- Ⓡ **ATLANTA CENTER APP/DEP CON** 128.1 (0400-1145Z†)

GCO 121.725 (FLIGHT SERVICES)

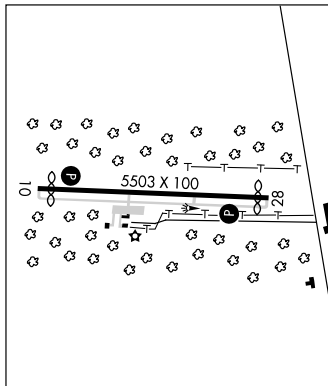
**RADIO AIDS TO NAVIGATION:** NOTAM FILE AND.

**COLLIERS (H) VORTAC** 113.9 IRQ Chan 86 N33°42.44' W82°09.72' 243° 20.7 NM to fld. 428/04W.

**CEDAR NDB (MHW/LOM)** 341 AA N33°32.00' W82°36.86' 096° 4.9 NM to fld. NOTAM FILE MCN.

NDB unusable byd 15 NM.

**ILS** 110.75 I-AAQ Rwy 10. LOM CEDAR NDB.

**TIFT MYERS** N31°25.72' W83°29.33' NOTAM FILE MCN.

(T) VORW 112.5 IFM at Henry Tift Myers. VOR portion unusable 301°-324°.

RCO 122.35 (MACON RADIO)

JACKSONVILLE

L-18J, 22J

**TIFT** N31°21.80' W83°26.64' NOTAM FILE MCN.

NDB (MHW/LOM) 409 TM 333° 4.5 NM to Henry Tift Myers.

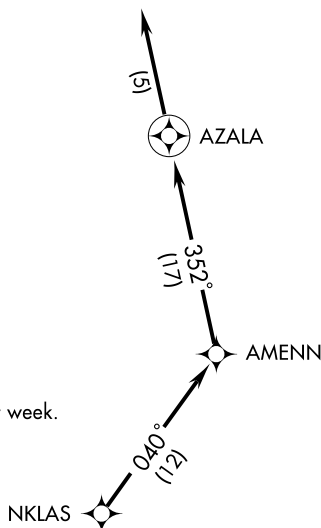
JACKSONVILLE

L-18J, 22J

## AZALA TWO DEPARTURE (RNAV)

THOMSON-McDUFFIE COUNTY (HQU)  
THOMSON, GEORGIAAUGUSTA DEP CON ★  
126.8 270.3  
CTAF  
122.8

NOTE: RNAV 1.  
 NOTE: RADAR Required.  
 NOTE: DME/DME/IRU or GPS Required.  
 NOTE: Do not exceed 230 KIAS until advised by ATC.  
 NOTE: For Prop aircraft during Masters golf tournament week.

TAKEOFF MINIMUMS:

Rwy 10: STANDARD.

Rwy 28: 200-1¼ or STANDARD with a minimum climb of 240 feet per NM to 700,  
 or alternatively, with standard takeoff minimums and a normal 200 feet/NM  
 climb gradient, takeoff must occur no later than 1800 feet prior to departure  
 end of runway.

NOTE: Chart not to scale.



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 10, 28: Climb heading assigned by ATC, expect vectors to NKLAS, then  
 via depicted route to AZALA, then fly heading 352°, expect radar vectors. Thence....

.... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level  
 within 10 minutes after departure.

TAKEOFF OBSTACLE NOTES:

Rwy 10: Numerous trees beginning abeam DER, 31' left of centerline, up to 100' AGL/599' MSL. Building 934' from DER, 19' left of centerline, 50' AGL/549' MSL. Numerous trees beginning 377' from DER, 94' right of centerline, up to 100' AGL/599' MSL.

Rwy 28: Tree 5,715' from DER, 553' left of centerline, 100' AGL/619' MSL. Numerous trees beginning 32' from DER, 216' right of centerline, up to 100' AGL/579' MSL. Numerous trees beginning 8' from DER, 53' left of centerline, up to 100' AGL/629' MSL.

AUGUSTA DEP CON ★

126.8 270.3

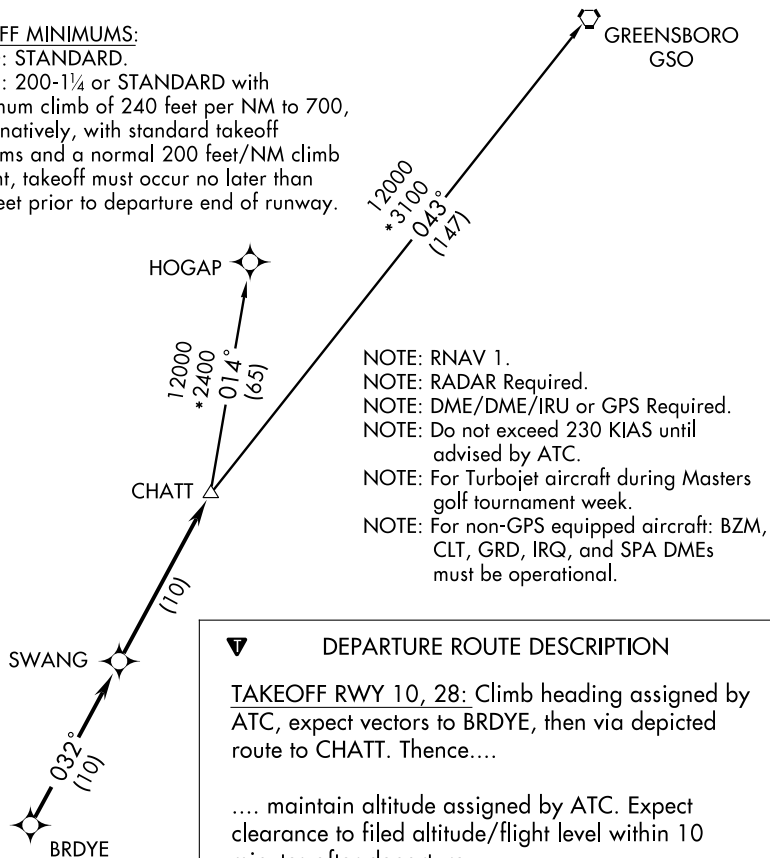
CTAF

122.8

TAKEOFF MINIMUMS:

Rwy 10: STANDARD.

Rwy 28: 200-1¼ or STANDARD with a minimum climb of 240 feet per NM to 700, or alternatively, with standard takeoff minimums and a normal 200 feet/NM climb gradient, takeoff must occur no later than 1800 feet prior to departure end of runway.



NOTE: RNAV 1.

NOTE: RADAR Required.

NOTE: DME/DME/IRU or GPS Required.

NOTE: Do not exceed 230 KIAS until advised by ATC.

NOTE: For Turbojet aircraft during Masters golf tournament week.

NOTE: For non-GPS equipped aircraft: BZM, CLT, GRD, IRQ, and SPA DMEs must be operational.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 10, 28: Climb heading assigned by ATC, expect vectors to BRDYE, then via depicted route to CHATT. Thence....

.... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

GREENSBORO TRANSITION (CHATT2.GSO):

HOGAP TRANSITION (CHATT2.HOGAP):

TAKEOFF OBSTACLE NOTES:

Rwy 10: Numerous trees beginning abeam DER, 31' left of centerline, up to 100' AGL/599' MSL. Building 934' from DER, 19' left of centerline, 50' AGL/549' MSL. Numerous trees beginning 377' from DER, 94' right of centerline, up to 100' AGL/599' MSL.

Rwy 28: Tree 5,715' from DER, 553' left of centerline, 100' AGL/619' MSL. Numerous trees beginning 32' from DER, 216' right of centerline, up to 100' AGL/579' MSL. Numerous trees beginning 8' from DER, 53' left of centerline, up to 100' AGL/629' MSL.

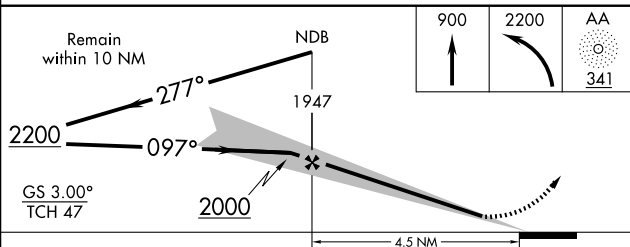
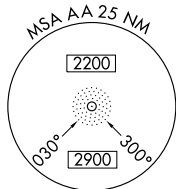
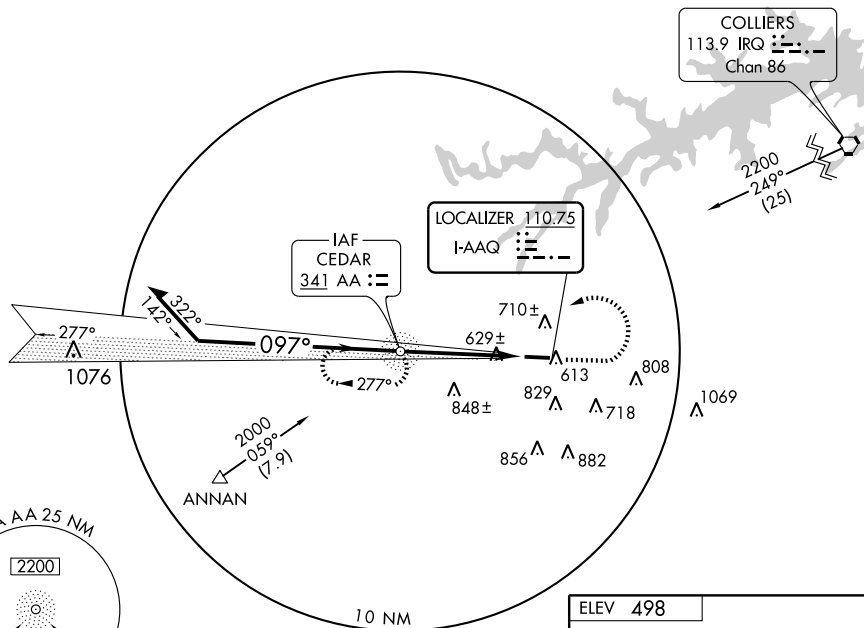
NOTE: Chart not to scale

LOC I-AAQ <b>110.75</b>	APP CRS <b>097°</b>	Rwy Idg TDZE Apt Elev	<b>5208</b> <b>468</b> <b>498</b>
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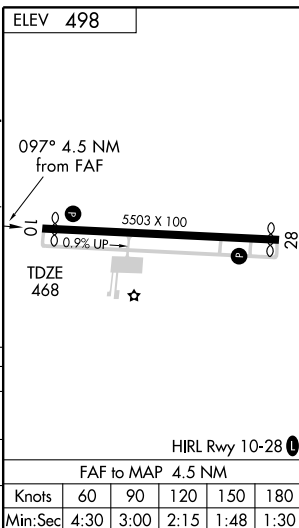
ILS RWY 10

THOMSON-McDUFFIE COUNTY (HQU)

NA		ADF REQUIRED		MISSED APPROACH: Climb to 900 then climbing left turn to 2200 direct CEDAR NDB and hold.	
AWOS-3 <b>120.625</b>		AUGUSTA APP CON ★ <b>126.8 270.3</b>		UNICOM <b>122.8 (CTAF) 0</b>	
				GCO <b>121.725</b>	



CATEGORY	A	B	C	D
S-ILS 10	768-1 300 (300-1)			NA
S-LOC 10	880-1 412 (400-1)		880-1¼ 412 (400-1¼)	NA
CIRCLING	1020-1 522 (600-1)	1080-1 582 (600-1)	1080-1½ 582 (600-1½)	NA



(MISTY3.HADOC) 09071

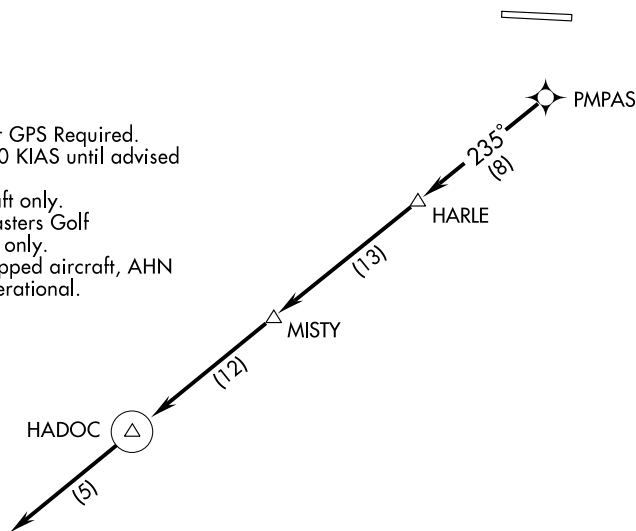
SL-6201 (FAA)

THOMSON-McDUFFIE COUNTY (HQU)  
THOMSON, GEORGIA

## MISTY THREE DEPARTURE (RNAV)

AUGUSTA DEP CON ★  
126.8 270.3  
CTAF  
122.8

NOTE: RNAV 1.  
 NOTE: RADAR Required.  
 NOTE: DME/DME/IRU or GPS Required.  
 NOTE: Do not exceed 230 KIAS until advised by ATC.  
 NOTE: For turbojet aircraft only.  
 NOTE: For use during Masters Golf Tournament week only.  
 NOTE: For non-GPS equipped aircraft, AHN DME must be operational.



## TAKEOFF MINIMUMS:

Rwy 10: Standard. ATC climb of 440 feet per NM to 4000.

Rwy 28: 200-1¼ or Standard with a minimum obstacle climb of 240 feet per NM to 700, or alternatively, with standard takeoff minimums and a normal 200 feet/NM climb gradient. Takeoff must occur no later than 1800 feet prior to departure end of runway. ATC climb of 450 feet per NM to 4000.

NOTE: Chart not to scale.



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 10, 28: Climb on assigned heading for radar vectors to PMPAS, then via depicted route to HADOC, thence....

.... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

## TAKEOFF OBSTACLE NOTES:

Rwy 10: Numerous trees beginning abeam DER, 31 feet left of centerline, up to 100 feet AGL/599 feet MSL. Building 934 feet from DER, 19 feet left of centerline, 50 feet AGL/549 feet MSL. Numerous trees beginning 377 feet from DER, 94 feet right of centerline, up to 100 feet AGL/599 feet MSL.

Rwy 28: Tree 5,715 feet from DER, 553 feet left of centerline, 100 feet AGL/619 feet MSL. Numerous trees beginning 32 feet from DER, 216 feet right of centerline, up to 100 feet AGL/579 feet MSL. Numerous trees beginning 8 feet from DER, 53 feet left of centerline, up to 100 feet AGL/629 feet MSL.

MISTY THREE DEPARTURE (RNAV)

(MISTY3.HADOC) 09071

THOMSON, GEORGIA  
THOMSON-McDUFFIE COUNTY (HQU)

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010



NDB AA <b>341</b>	APP CRS <b>096°</b>	Rwy Idg TDZE Apt Elev	<b>5208</b> <b>468</b> <b>498</b>
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**NDB RWY 10**

THOMSON-McDUFFIE COUNTY (HQU)



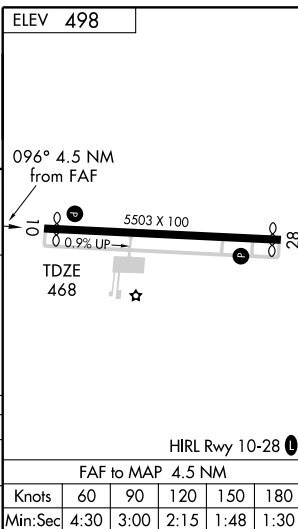
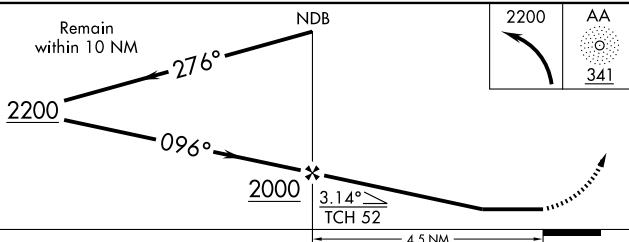
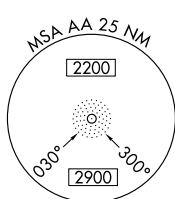
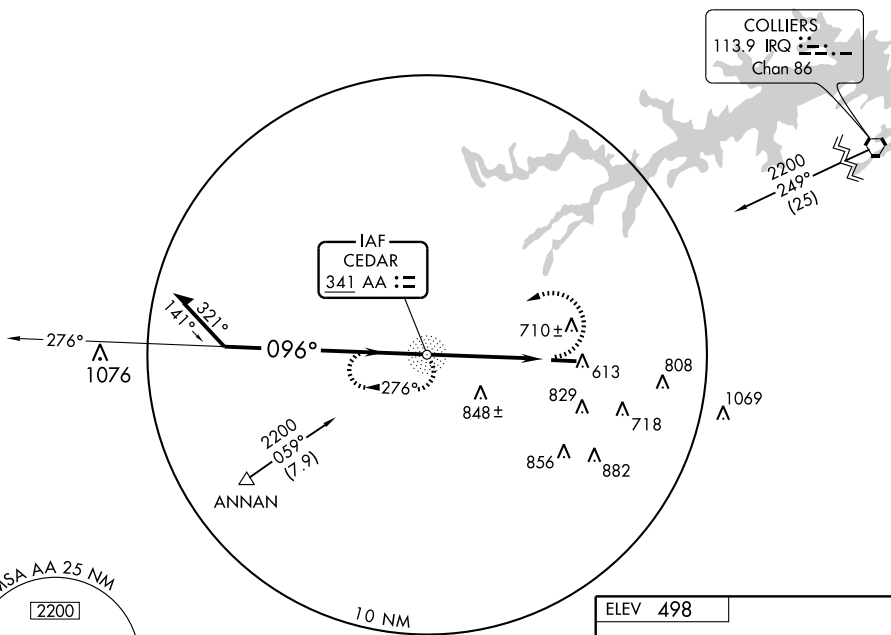
MISSED APPROACH: Climbing left turn  
to 2200 direct CEDAR NDB and hold.

AWOS-3  
**120.625**

AUGUSTA APP CON ★  
**126.8 270.3**

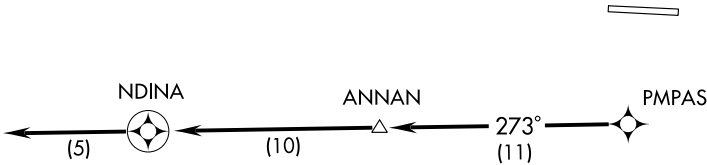
UNICOM  
**122.8 (CTAF) 0**

GCO  
**121.725**



CATEGORY	A	B	C	D
S-10	1020-1	552 (600-1)	1020-1½ 552 (600-1½)	NA
CIRCLING	1020-1 522 (600-1)	1080-1 582 (600-1)	1080-1½ 582 (600-1½)	NA

AUGUSTA DEP CON ★  
 126.8 270.3  
 CTAF  
 122.8



- NOTE: RNAV 1.
- NOTE: RADAR Required.
- NOTE: DME/DME/IRU or GPS Required.
- NOTE: Do not exceed 230 KIAS until advised by ATC.
- NOTE: For Prop aircraft during Masters golf tournament week.
- NOTE: For non-GPS equipped aircraft: IRQ and DBN DMEs must be operational.

TAKEOFF MINIMUMS:

- Rwy 10: STANDARD.
- Rwy 28: 200-1¼ or STANDARD with a minimum climb of 240 feet per NM to 700, or alternatively, with standard take-off minimums and a normal 200 feet/NM climb gradient, takeoff must occur no later than 1800 feet prior to departure end of runway.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RWY 10, 28:** Climb heading assigned by ATC, expect vectors to PMPAS, then via depicted route to NDINA, then fly heading 273°, expect radar vectors. Thence....  
 .... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

TAKEOFF OBSTACLE NOTES:

- Rwy10: Numerous trees beginning abeam DER, 31’ left of centerline, up to 100’ AGL/599’ MSL. Building 934’ from DER, 19’ left of centerline, 50’ AGL/549’ MSL. Numerous trees beginning 377’ from DER, 94’ right of centerline, up to 100’ AGL/599’ MSL.
- Rwy 28: Tree 5,715’ from DER, 553’ left of centerline, 100’ AGL/619’MSL. Numerous trees beginning 32’ from DER, 216’ right of centerline, up to 100’ AGL/579’ MSL. Numerous trees beginning 8’ from DER, 53’ left of centerline, up to 100’ AGL/629’ MSL.

SE-4, 26 AUG 2010 to 23 SEP 2010

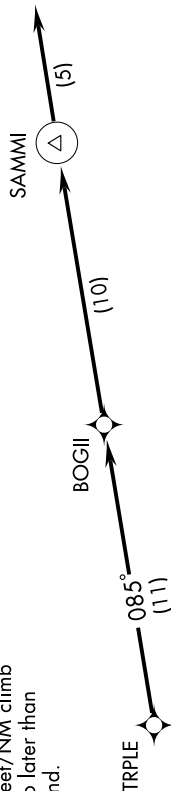
AUGUSTA DEP CON ★  
126.8 270.3  
CTAF  
122.8

TAKEOFF MINIMUMS:

Rwy 10: STANDARD.

Rwy 28: 200-1/4 or STANDARD with a minimum climb of 240 feet per NM to 700, or alternatively, with standard takeoff minimums and a normal 200 feet/NM climb gradient, takeoff must occur no later than 1800 feet prior to departure end.

N



NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF Rwy 10, 28: Climb heading assigned by ATC, expect vectors to TRPLE, then via depicted route to SAMMI, then fly heading 085°, expect radar vectors. Thence....

.... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

TAKEOFF OBSTACLE NOTES:

Rwy 10: Numerous trees beginning abeam DER, 31' left of centerline, up to 100' AGL/599' MSL. Building 934' from DER, 19' left of centerline, 50' AGL/549' MSL. Numerous trees beginning 377' from DER, 94' right of centerline, up to 100' AGL/599' MSL.

Rwy 28: Tree 5,715' from DER, 553' left of centerline, 100' AGL/619' MSL. Numerous trees beginning 32' from DER, 216' right of centerline, up to 100' AGL/579' MSL. Numerous trees beginning 8' from DER, 53' left of centerline, up to 100' AGL/629' MSL.

VORTAC IRQ  
**113.9**  
Chan **86**

APP CRS  
243°

Rwy Idg	10
TDZE	10
Apt Elev	10

N/A  
N/A  
498

VOR/DME or GPS-A  
THOMSON-McDUFFIE COUNTY (HQU)

**T**  
**A** NA

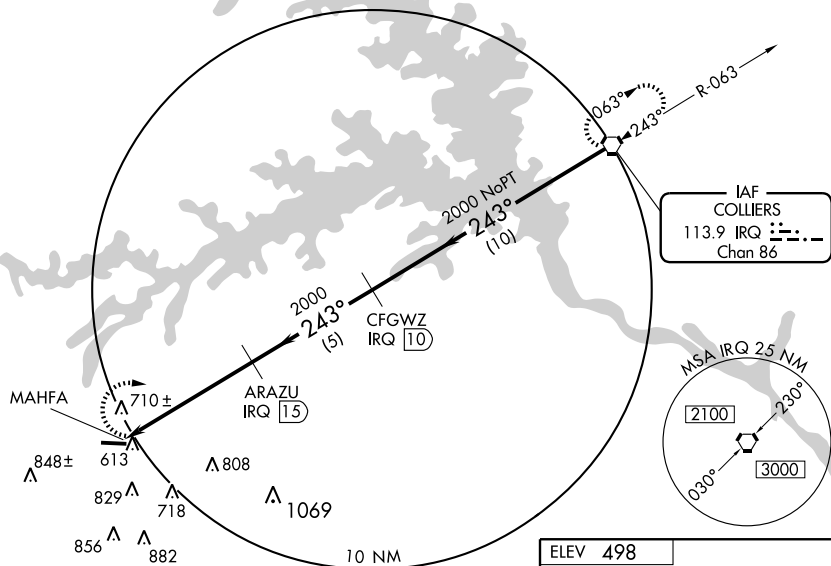
**MISSED APPROACH:** Climbing right turn to 2000 direct IRQ VORTAC and hold.

AWOS-3  
120.625

AUGUSTA APP CON ★  
126.8 270.3

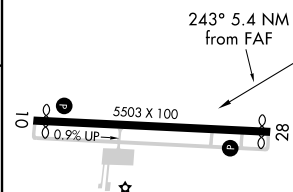
UNICOM  
122.8 (CTAF) **L**

GCO  
121.725



SE-4. 26 AUG 2010 to 23 SEP 2010

ELEV 498

HIRI Rwy 10-28 

THOMSON, GEORGIA  
Amdt 3A 09183

33° 32'N-82° 31'W

THOMSON-McDUFFIE COUNTY (HQU)  
VOR/DME or GPS-A

## TIFTON

HENRY TIFT MYERS (TMA) 2 UTC-5(-4DT) N31°25.74' W83°29.31'

355 B S4 FUEL 100LL, JET A OX 3, 4 NOTAM FILE MCN

RWY 15-33: H5504X100 (ASPH) S-42, D-60, 2D-106 HIRL

RWY 15: PAPI(P2L). Trees.

RWY 33: MALSR. PAPI(P2L). Trees.

RWY 10-28: H3805X75 (ASPH) S-30, D-45, 2D-75 0.3% up W

RWY 10: Trees.

RWY 28: Trees.

AIRPORT REMARKS: Attended 1200-2200Z. After hrs svc:

229-382-2545. Parachute Jumping. ACTIVATE HIRL Rwy 15-33,

PAPI Rwy 15 and Rwy 33 and MALSR Rwy 33—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.525 (229) 387-7291.

COMMUNICATIONS: CTAF/UNICOM 122.7.

TIFT MYERS RCO 122.35 (MACON RADIO)

Ⓡ VALDOSTA APP/DEP CON 119.525 (8,000' and abv) 126.6 (blo 8,000') (Opr Mon-Thu 1200-0700Z, Fri 1200-0300Z, Sat, Sun and hol 1400-2200Z)

Ⓡ JAX CENTER APP/DEP CON 133.7 (Mon-Thu 0700-1200Z, Fri 0300-1200Z, Sat, Sun and hol 2200-1400Z)

RADIO AIDS TO NAVIGATION: NOTAM FILE ABY.

PECAN (H) VORTACW 116.1 PZD Chan 108 N31°39.31'

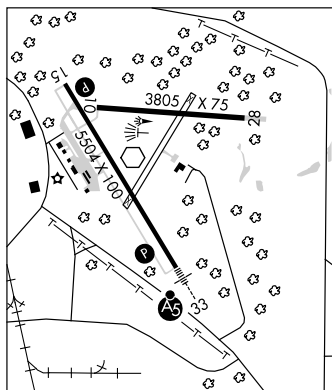
W84°17.59' 110° 43.5 NM to fld. 280/02W. HIWAS.

TIFT MYERS (T) VORW 112.5 IFM N31°25.72' W83°29.33'

at fld. NOTAM FILE MCN.

TIFTO NDB(MHW/LOM) 409 TM N31°21.80' W83°26.64' 333° 4.5 NM to fld. NOTAM FILE MCN.

ILS/DME 109.7 I-TMA Chan 34 Rwy 33. LOM TIFTO NDB. ILS/DME unusable byd 17° left of course.



TOCCOA RG LETOURNEAU FLD (TOC) 2 NE UTC-5(-4DT) N34°35.57' W83°17.78'

996 B S4 FUEL 100LL, JET A NOTAM FILE MCN

RWY 02-20: H5008X100 (ASPH) S-30 MIRL 0.5% up SW

RWY 02: PAPI(P2L)—GA 3.25° TCH 32'. Trees.

RWY 20: REIL. PAPI(P2L)—GA 3.0° TCH 33'. Trees.

RWY 09-27: H2951X50 (ASPH) S-20 0.8% up W

RWY 09: Treeline.

RWY 27: Trees.

AIRPORT REMARKS: Attended Mon-Sat 1400-2300Z, Sun

1700-2300Z. MIRL Rwy 02-20 opr dusk-0300Z, after 0300Z

ACTIVATE MIRL Rwy 02-20, REIL Rwy 02 and Rwy 20, PAPI Rwy

02 and Rwy 20—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.625 (706) 297-7473.

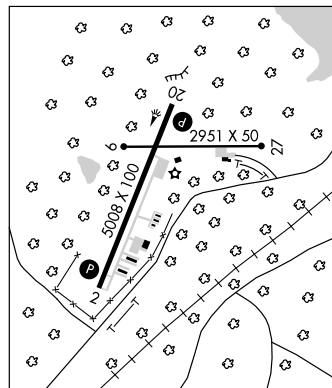
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ ATLANTA CENTER APP/DEP CON 134.8

RADIO AIDS TO NAVIGATION: NOTAM FILE AND.

FOOTHILLS (H) VORTAC 113.4 ODF Chan 81 N34°41.75'

W83°17.86' 179° 6.2 NM to fld. 1700/00E.



TOM B. DAVID FLD (See CALHOUN)

TREUTLEN (See SOPERTON)

TURNER CO (See ASHBURN)

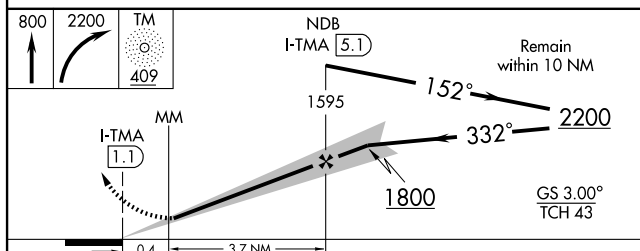
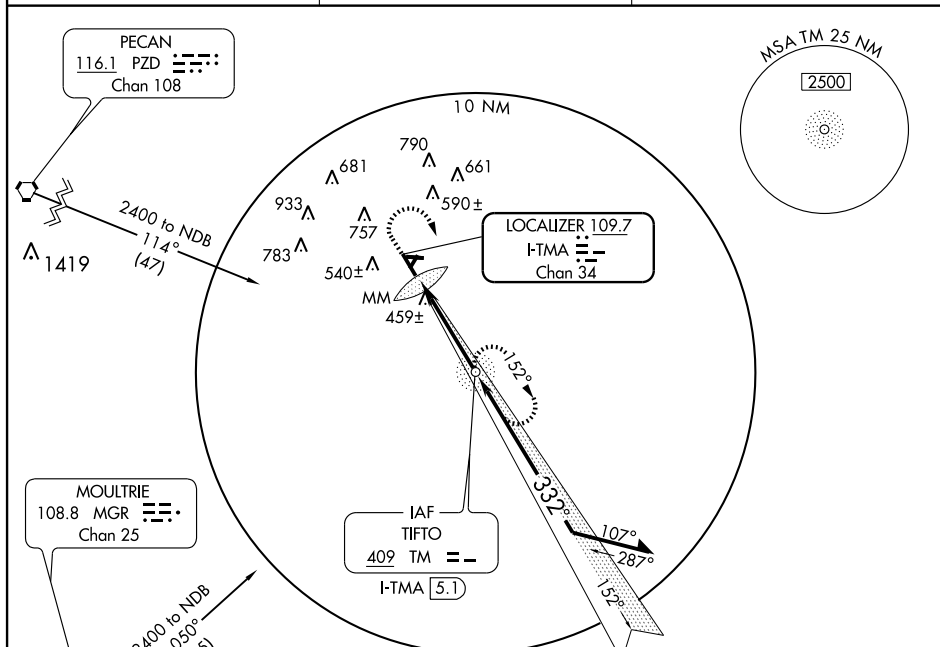
JACKSONVILLE  
H-9B, L-18J, 22J  
IAPATLANTA  
H-9B, 12F, L-25B  
IAP

LOC/DME I-TMA <b>109.7</b> Chan <b>34</b>	APP CRS <b>332°</b>	Rwy Idg TDZE Apt Elev	<b>5504</b> <b>354</b> <b>355</b>
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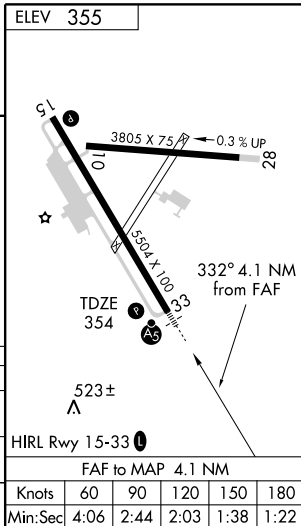
ILS RWY 33

TIFTON/HENRY TIFT MYERS (TMA)

NA	MALS	MISSED APPROACH: Climb to 800 then climbing right turn to 2200 direct TM NDB and hold.
AWOS-3 <b>118.525</b>	VALDOSTA APP CON ★ <b>126.6 285.6</b>	UNICOM <b>122.7 (CTAF) 0</b>



CATEGORY	A	B	C	D
S-ILS 33	554-1/2 200 (200-1/2)			
S-LOC 33	720-1/2 366 (400-1/2)		720-3/4 366 (400-3/4)	
CIRCLING	900-1 545 (600-1)	920-1 565 (600-1 1/2)	1060-2 705 (800-2)	

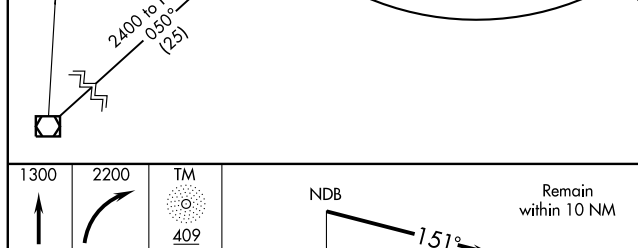
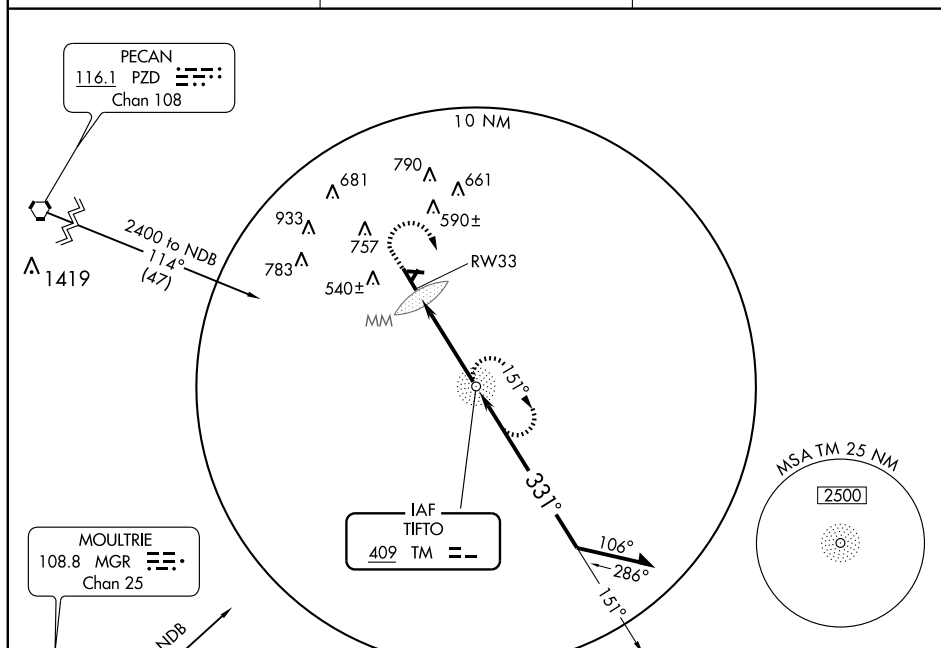


NDB TM <b>409</b>	APP CRS <b>331°</b>	Rwy Idg TDZE Apt Elev	<b>5504</b> <b>354</b> <b>355</b>
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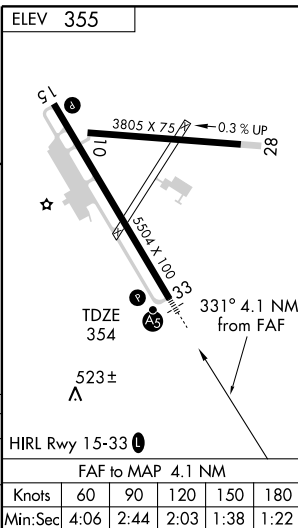
## NDB or GPS RWY 33

TIFTON/HENRY TIFT MYERS (TMA)

<b>V</b> <b>NA</b>	For inoperative MALSR, increase S-33 Cat A/B visibility to 1.	MALSR 	MISSED APPROACH: Climb to 1300 then climbing right turn to 2200 direct to TM NDB and hold.
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AWOS-3  
**118.525**VALDOSTA APP CON ★  
**126.6 285.6**UNICOM  
**122.7 (CTAF) 0**

CATEGORY	A	B	C	D
S-33	840-3/4	486 (500-3/4)		840-1 1/4 486 (500-1 1/4)
CIRCLING	900-1	545 (600-1)	920-1 1/2 565 (600-1 1/2)	1060-2 1/4 705 (800-2 1/4)



VOR IFM <b>112.5</b>	APP CRS <b>264°</b>	Rwy ldg TDZE Apt Elev	<b>3805</b> <b>350</b> <b>355</b>
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# VOR or GPS RWY 28

TIFTON/HENRY TIFT MYERS (TMA)



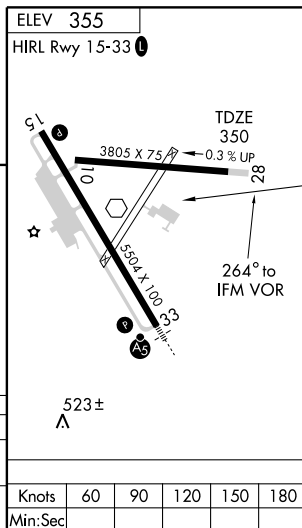
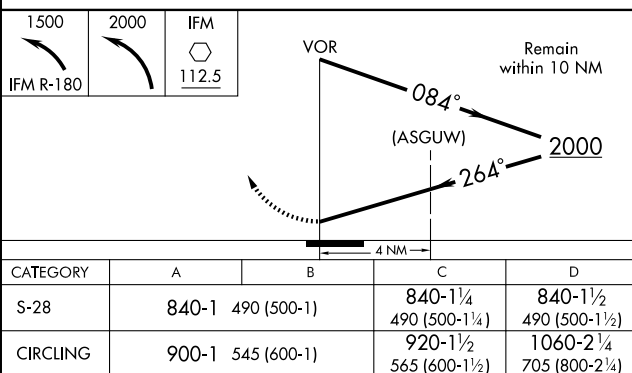
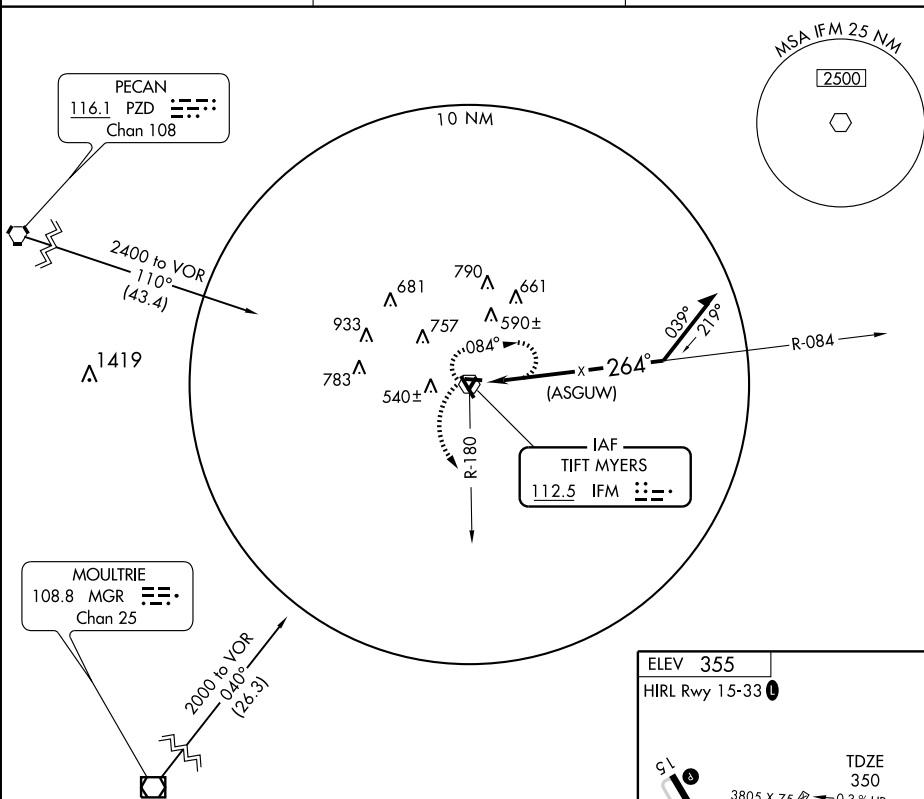
S-28 minimums NA at night.

MISSED APPROACH: Climbing left turn to 1500 via IFM R-180, then climbing left turn to 2000 direct IFM VOR and hold.

AWOS-3  
**118.525**

VALDOSTA APP CON ★  
**126.6 285.6**

UNICOM  
**122.7 (CTAF) 0**



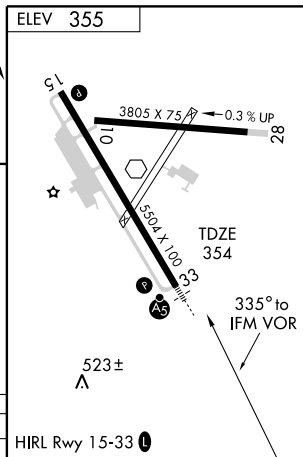
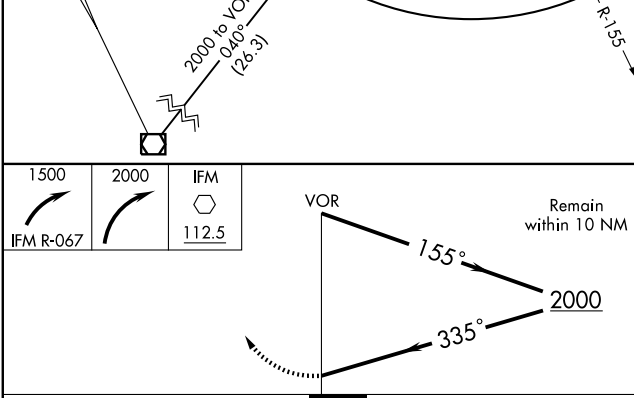
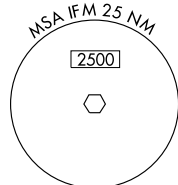
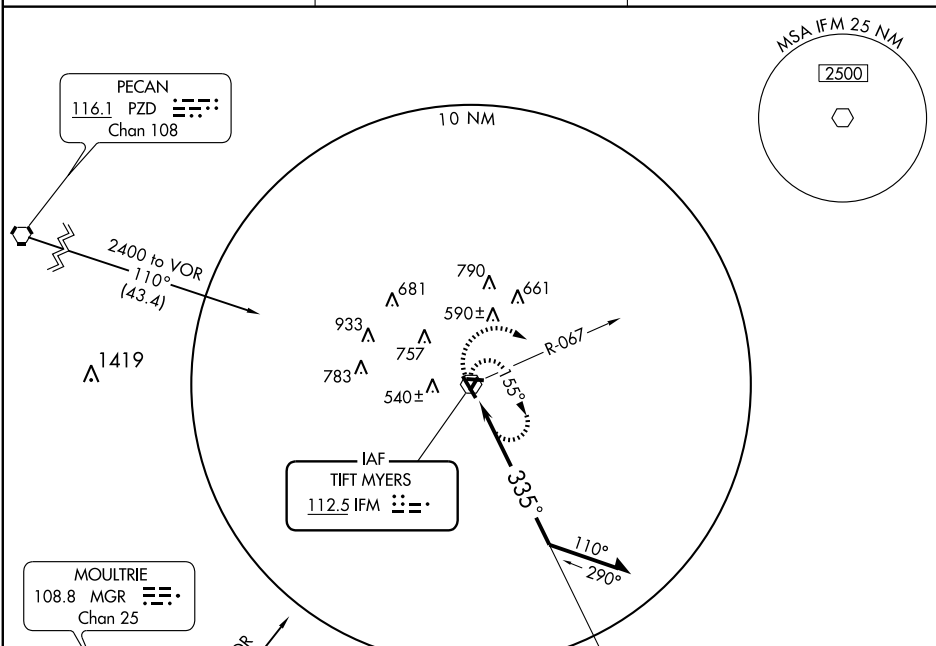


VOR IFM <b>112.5</b>	APP CRS <b>335°</b>	Rwy Idg TDZE Apt Elev	<b>5504</b> <b>354</b> <b>355</b>
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**VOR RWY 33**

TIFTON/HENRY TIFT MYERS (TMA)

<b>V</b> <b>NA</b>	For inoperative MALSR, increase S-33 Cat A/B visibility to 1.	MALSR 	MISSED APPROACH: Climbing right turn to 1500 via IFM R-067, then climbing right turn to 2000 direct IFM VOR and hold.
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AWOS-3  
**118.525**VALDOSTA APP CON ★  
**126.6 285.6**UNICOM  
**122.7 (CTAF) 0**

CATEGORY	A	B	C	D
S-33	840-3/4	486 (500-3/4)		840-1 486 (500-1)
CIRCLING	900-1	545 (600-1)	920-1 1/2 565 (600-1 1/2)	1060-2 1/4 705 (800-2 1/4)

HIRL Rwy 15-33 0					
Knots	60	90	120	150	180
Min:Sec					

## TIFTON

**HENRY TIFT MYERS** (TMA) 2 UTC-5(-4DT) N31°25.74' W83°29.31'

355 B S4 FUEL 100LL, JET A OX 3, 4 NOTAM FILE MCN

RWY 15-33: H5504X100 (ASPH) S-42, D-60, 2D-106 HIRL

RWY 15: PAPI(P2L). Trees.

RWY 33: MALSR. PAPI(P2L). Trees.

RWY 10-28: H3805X75 (ASPH) S-30, D-45, 2D-75 0.3% up W

RWY 10: Trees.

RWY 28: Trees.

**AIRPORT REMARKS:** Attended 1200-2200Z†. After hrs svc:

229-382-2545. Parachute Jumping. ACTIVATE HIRL Rwy 15-33,

PAPI Rwy 15 and Rwy 33 and MALSR Rwy 33—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.525 (229) 387-7291.

**COMMUNICATIONS:** CTAF/UNICOM 122.7.

TIFT MYERS RCO 122.35 (MACON RADIO)

- Ⓡ VALDOSTA APP/DEP CON 119.525 (8,000' and abv) 126.6 (blo 8,000') (Opr Mon-Thu 1200-0700Z†, Fri 1200-0300Z†, Sat, Sun and hol 1400-2200Z†)

- Ⓡ JAX CENTER APP/DEP CON 133.7 (Mon-Thu 0700-1200Z†, Fri 0300-1200Z†, Sat, Sun and hol 2200-1400Z†)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ABY.

PECAN (H) VORTACW 116.1 PZD Chan 108 N31°39.31'

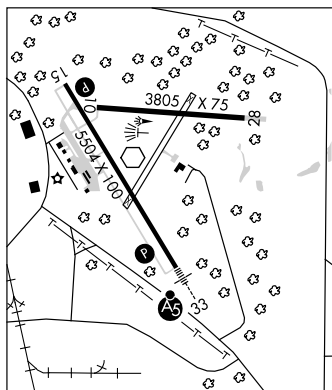
W84°17.59' 110° 43.5 NM to fld. 280/02W. HIWAS.

TIFT MYERS (T) VORW 112.5 IFM N31°25.72' W83°29.33'

at fld. NOTAM FILE MCN.

TIFTO NDB(MHW/LOM) 409 TM N31°21.80' W83°26.64' 333° 4.5 NM to fld. NOTAM FILE MCN.

ILS/DME 109.7 I-TMA Chan 34 Rwy 33. LOM TIFTO NDB. ILS/DME unusable byd 17° left of course.



**TOCCOA RG LETOURNEAU FLD** (TOC) 2 NE UTC-5(-4DT) N34°35.57' W83°17.78'

996 B S4 FUEL 100LL, JET A NOTAM FILE MCN

RWY 02-20: H5008X100 (ASPH) S-30 MIRL 0.5% up SW

RWY 02: PAPI(P2L)—GA 3.25° TCH 32'. Trees.

RWY 20: REIL. PAPI(P2L)—GA 3.0° TCH 33'. Trees.

RWY 09-27: H2951X50 (ASPH) S-20 0.8% up W

RWY 09: Treeline.

RWY 27: Trees.

**AIRPORT REMARKS:** Attended Mon-Sat 1400-2300Z†, Sun

1700-2300Z†. MIRL Rwy 02-20 opr dusk-0300Z†, after 0300Z†

ACTIVATE MIRL Rwy 02-20, REIL Rwy 02 and Rwy 20, PAPI Rwy 02 and Rwy 20—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.625 (706) 297-7473.

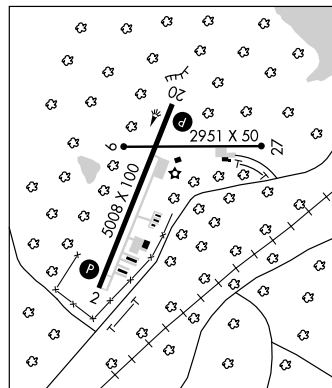
**COMMUNICATIONS:** CTAF/UNICOM 122.8

- Ⓡ ATLANTA CENTER APP/DEP CON 134.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AND.

FOOTHILLS (H) VORTAC 113.4 ODF Chan 81 N34°41.75'

W83°17.86' 179° 6.2 NM to fld. 1700/00E.



**TOM B. DAVID FLD** (See CALHOUN)

**TREUTLEN** (See SOPERTON)

**TURNER CO** (See ASHBURN)

JACKSONVILLE  
H-9B, L-18J, 22J  
IAP

ATLANTA  
H-9B, 12F, L-25B  
IAP

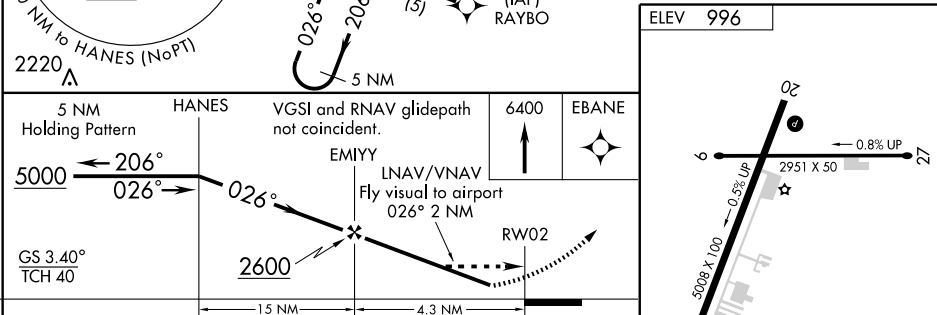
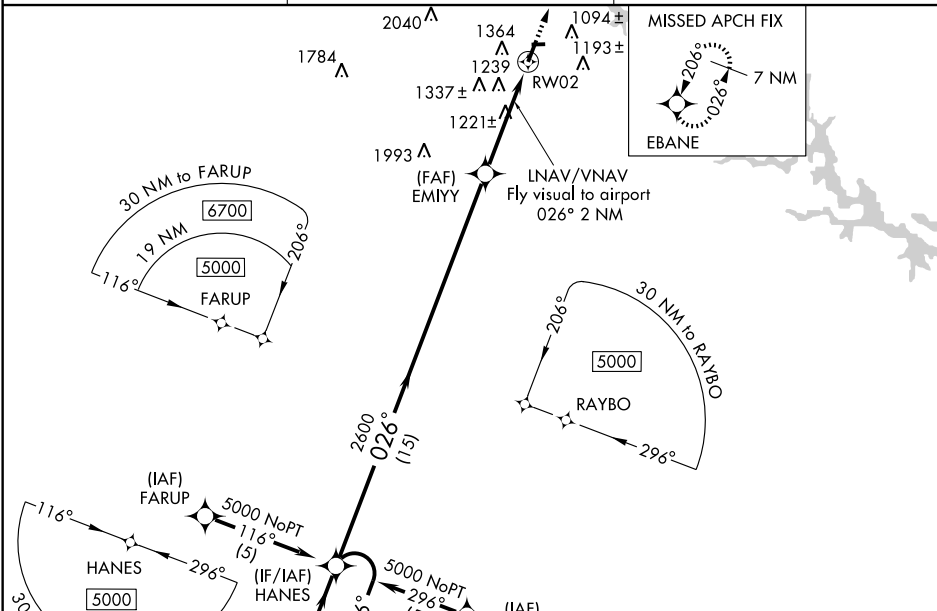
WAAS CH <b>65705</b> <b>W02A</b>	APP CRS <b>026°</b>	Rwy Idg TDZE <b>996</b> Apt Elev <b>996</b>	<b>5008</b>
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# RNAV (GPS) RWY 2

TOCCOA RG LETOURNEAU FIELD (TOC)

<p><b>▼</b> Baro-VNAV NA when using Gainesville altimeter setting.</p> <p><b>▲</b> NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 54° C (130° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.</p> <p>If local altimeter setting not received, use Gainesville altimeter setting and increase LPV DA to 1507 feet, LNAV/VNAV DA to 1859 feet; increase all MDAs 120 feet.</p>	<p><b>MISSED APPROACH:</b> Climb to 6400 direct EBANE and hold, continue climb-in-hold to 6400.</p>
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AWOS-3 <b>119.625</b>	ATLANTA CENTER <b>134.8 307.9</b>	UNICOM <b>122.8 (CTAF) ①</b>
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CATEGORY	A	B	C	D
LPV DA	1392-1¼	396 (400-1¼)		NA
LNAV/VNAV DA	1744-2	748 (800-2)		NA
LNAV MDA	1620-1	624 (700-1)		NA
CIRCLING	1680-1	684 (700-1)		NA

WAAS CH <b>61005</b> <b>W20A</b>	APP CRS <b>206°</b>	Rwy Idg <b>5008</b> TDZE <b>980</b> Apt Elev <b>996</b>
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# RNAV (GPS) RWY 20

## TOCCOA RG LETOURNEAU FIELD (TOC)

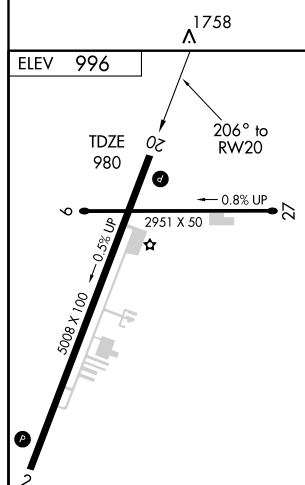
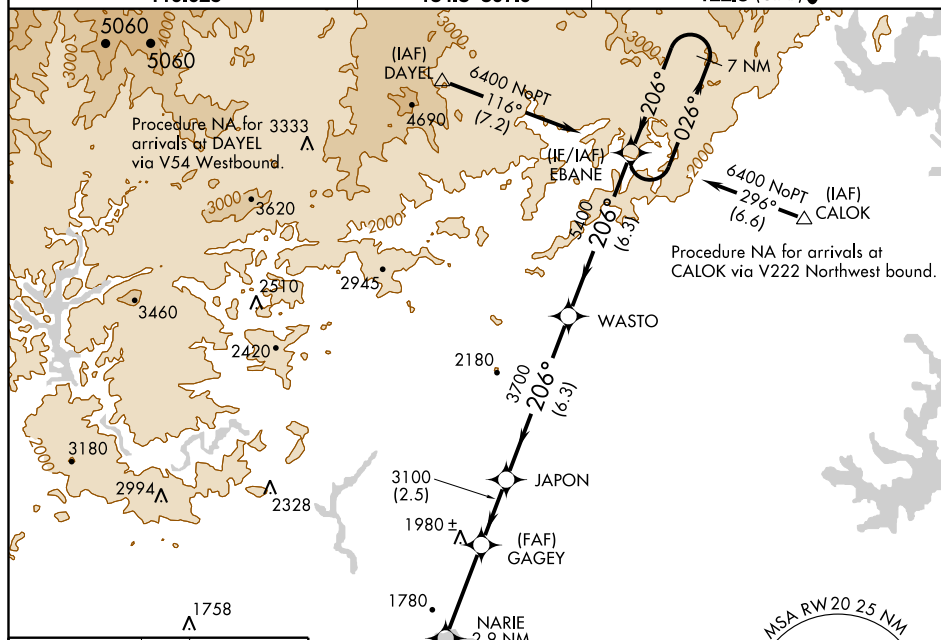
**T**  
**A**

Baro-VNAV NA when using Gainesville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 54° C (130° F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Gainesville altimeter setting and increase LPV DA to 1345 feet, LNAV/VNAV DA to 1510 feet; increase all MDAs 120 feet.

**MISSED APPROACH:** Climb to 5000  
direct HANES and hold.

AWOS-3  
119.625

ATLANTA CENTER  
134.8 307.9

UNICOM  
122.8 (CTAF) **L**

REIL Rlys 2 and 20 **L**  
MIRL Rly 2-20 **L**

5000 ↑	HANES ✦	VGS1 and RNAV glidepath not coincident.				EBANE	7 NM Holding Pattern
*LNAV Only.		NARIE 2.9 NM to RW20	GAGEY	JAPON	WASTO	5400	026° → 6400 ← 206°
RW20		1920*	3100	3700	5400	GS 3.00° TCH 33	
2.9		3.6 NM	2.5 NM	6.3 NM	6.3 NM		
CATEGORY	A		B		C		D
LPV DA	1230-1		250 (300-1)				NA
LNAV/VNAV DA	1395-1½		415 (400-1½)				NA
LNAV MDA	1560-1		580 (600-1)				NA
CIRCLING	1680-1		684 (700-1)				NA

VORTAC ODF <b>113.4</b> Chan <b>81</b>	APP CRS <b>001°</b>	Rwy Idg TDZE Apt Elev	<b>5008</b> <b>996</b> <b>996</b>
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# VOR/DME RWY 2

TOCCOA RG LETOURNEAU FIELD (TOC)

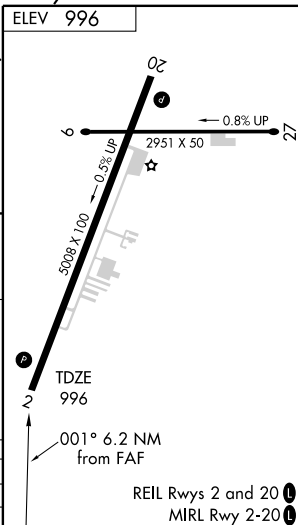
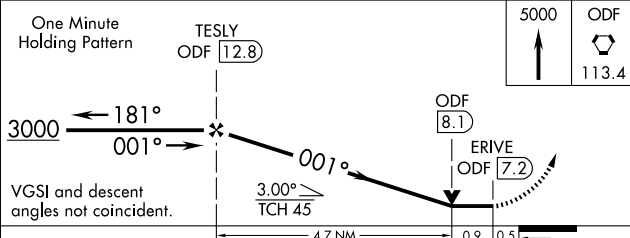
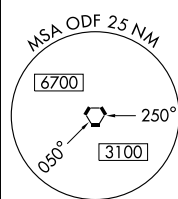
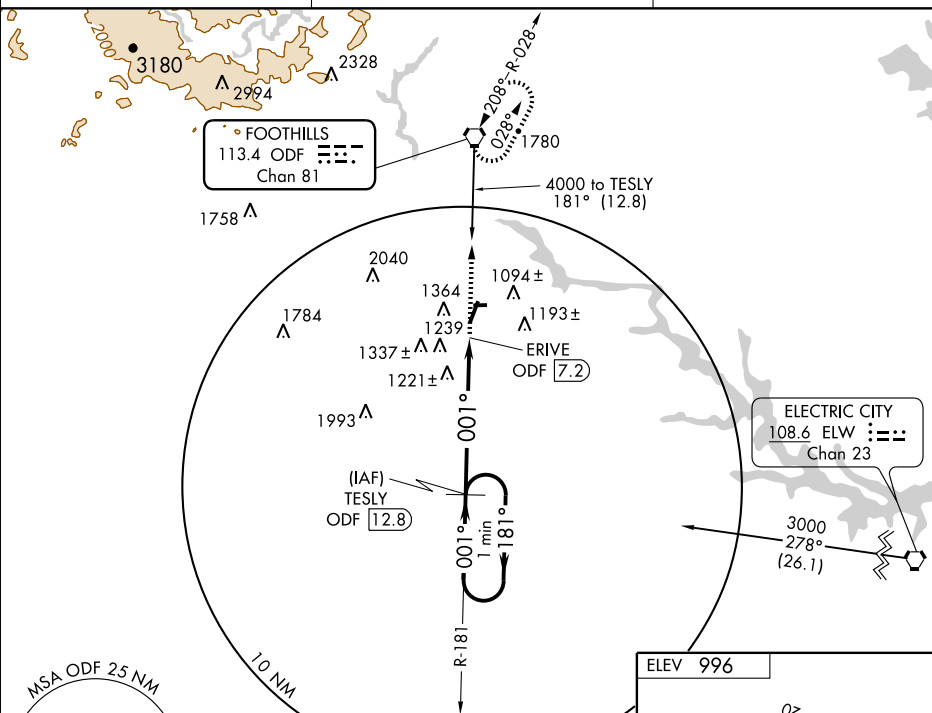
Visibility reduction by helicopters NA. When local altimeter setting not received, use Gainesville altimeter setting and increase all MDA 120 feet and Circling Cat. B visibility ¼ mile.

MISSED APPROACH: Climb to 5000 direct ODF VORTAC and hold, continue climb-in-hold to 5000.

AWOS-3  
**119.625**

ATLANTA CENTER  
**134.8 307.9**

UNICOM  
**122.8 (CTAF)**



VORTAC ODF  
113.4  
Chan 81

APP CRS  
179°

Rwy Idg  
TDZE  
980  
Apt Elev  
996

VOR RWY 20

TOCCOA RG LETOURNEAU FIELD (TOC)

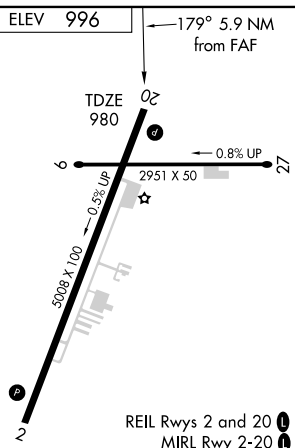
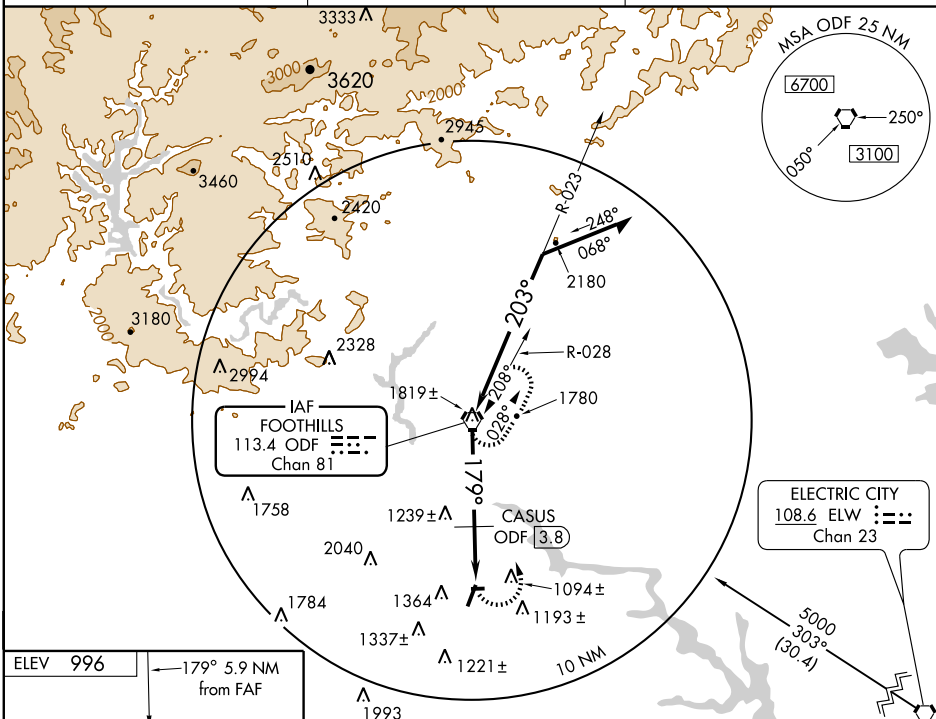
When local altimeter setting not received, use Gainesville altimeter setting and increase all MDA 120 feet and S-20, Circling, and Casus fix minimums Circling Cat. B visibilities ¼ mile.


MISSED APPROACH: Climbing left turn to 5000 direct ODF VORTAC and hold, continue climb-in-hold to 5000.

AWOS-3  
119.625

ATLANTA CENTER  
134.8 307.9

UNICOM  
122.8 (CTAF) 0



5000	ODF  113.4	VGSI and descent angles not coincident.	VORTAC	Remain within 10 NM	
		CASUS ODF 3.8	023°	5000	
	ODF 5.9	ODF 4.4	179°	203°	
	1.5 NM	0.6	1720*	3200	
		3.8 NM	3.50° TCH 45	*1840 when using Gainsville altimeter setting.	
CATEGORY	A		B	C	D
S-20	1720-1		740 (800-1)	NA	
CIRCLING	1720-1		724 (800-1)	NA	
CASUS FIX MINIMUMS					
S-20	1560-1		580 (600-1)	NA	
CIRCLING	1720-1		724 (800-1)	NA	

83°11'W

VALDOSTA, GEORGIA  
MOODY AFB (KVAD)

**MOODY AFB** (VAD)(KVAD) AF 9 NE UTC-5(-4DT) N30°58.12' W83°11.58'

**JACKSONVILLE**

233 B Class I, ARFF Index A NOTAM FILE VAD Not insp.

H-9B, L-22J

**RWY 18L-36R:** H9300X150 (CONC)

PCN 55 R/B/W/T HIRL

DIAP, AD

**RWY 18L:** ALSF1. PAPI(P4L).

**RWY 36R:** ALSF1. PAPI(P4L).

**RWY 18R-36L:** H8000X150 (PEM)

PCN 62 R/C/W/T HIRL

**RWY 18R:** MALSR. PAPI(P4L).

**RWY 36L:** MALS. PAPI(P4L).

**ARRESTING GEAR/SYSTEM**

**RWY 18L** ← BAK-15 CHAG (150' OVRN) HOOK BAK-12A(B)(1100')

HOOK BAK-12A(B)(1500') BAK-15 CHAG (150' OVRN) → **RWY 36R**

**RWY 18R** ← MA-1A CHAG (90' OVRN) HOOK BAK-12A(B)(1500')

HOOK BAK-12A(B) (1500') MA-1A CHAG (90' OVRN) → **RWY 36L**

**MILITARY SERVICE:** LGT All rwy thld lgt, mid 70' removed. Rwy 18L-36R PAPI and ILS glide slope not coincidental. Aflid lighting intermittent 1 hr after official SS until airfield closure due to Night Vision Device training on field.

**A-GEAR** Rwy 18L-36R normal BAK-12B configuration: apch end down, dep end raised. E-5 apch end disconnected from energy absorbers (chains). E-5 dep end raised. Ctc twr for other configurations, BAK-12B apch end apch end avbl 30 min prior notice. Rwy 18R-36L E-5 apch/dep end disconnected from energy absorbers (chains). Ctc twr 30 min prior for Rwy 18R-36L E-5 configuration.

**JASU** (A/M32A-86) (MA-1A)

(MC-1) (M32A-60) (M32A-60A). **FUEL** J8, J8+100 **FLUID** SP LPOX LOX **OIL** O-133-148 JOAP **TRAN ALERT**

Tran maintenance svc opr Mon-Thu 1145-0430Z, Fri 1145-0300Z, clsd Sat, Sun and holidays. Expect 3 hr svc/refuel delays, limited maintenance. No fleet svc.

**MILITARY REMARKS:** Opr Mon-Thu 1330-0700Z, Fri 1330-0300Z, clsd Sat, Sun and hol. See FLIP AP/1

Supplementary Arpt info. **RSTD** PPR all tran acft. For PPR ctc AM ops DSN 460-3305/3306,

C229-257-3305/3306, fax extension 4664. PPR issued up to 5 days prior to arr, min 24 hr prior notice. PPR

good for +/-1 hr of PPR time. Coord of PPR outside of block time by phone is rqr or PPR number will be

considered cancelled. Tran alert will not support local Round Robin or out and back for tran acft. Tran IFR acft

arr/dep can expect delays when R3008 active, ctc 23 WG schedule at DSN 460-4544/4892,

C229-257-4544/4892 for deconfliction. Tran VIP acft ctc pilot to dispatch 30 min prior ETA. Rwy 18L-36R and

Rwy 18R-36L have NSTD rwy markings, with assault strip shown. Assault zone limited to 23 WG C-130 acft

only. C5, C17 acft rstd to low apch or full stop ldg only. Ltd tran parking. Helipad limited to 347 RQG HH-60 acft

only. 180° turns prohibited by fixed wing acft larger than fighters on Twy L. Parking row X-Ray on C-130 ramp

closed due to unlit obstructions (AGE equipment). **CAUTION** Tran dep with rapid climb use extreme caution,

maintain at or below 1200' until dep end. Overhead traffic pattern 2200' in continuous use. Simultaneous ops

in use to Rwy 18 or Rwy 36 when R3008 in use. 130' AGL unlighted antenna 3.5 NM due S of Rwy 36R. 23' AGL

unlighted house with numerous pieces of abandoned farm equipment located 1130' E of Rwy 18L extended

centerline and 1805' N of Rwy 18L thld. **BASH** Heavy concentrations of cattle egrets likely Jun-Aug. Phase II bird

activity for migratory season Oct-Feb. Peak activity occurs within 1 hr of SR and SS. **TFC PAT** USAF acft expected

reduced rwy separation, similar type acft/day—3000', dissimilar type acft/ngt—6000'. Tran acft must notify twr

on initial ctc if reduced rwy separation is not desired. **NS ABTMT** Quiet hr 0330-1130Z. **MISC** Class D airspace

when twr open, otherwise Class E. Wx opr hrs Mon-Thu 1330-0700Z, Fri 1330-0300Z; clsd Sat, Sun and

hol; DSN 460-3457, C229-257-3457. Wx briefing for tran aircrews byd normal opr hr avbl via 26 OWS at

Barksdale AFB DSN 781-4475 C318-456-4475. Aflid wx is monitored by AN/FMQ-19 ASOS and augmented by

human observer only when procedures dictate during indicated hr of opr. Wx obsn not rstd during automated

obsn; visibility rstd due to buildings southwest thru northwest on aflid next to building 622 during ASOS backup;

no visibility marker beyond 9 miles. COMSEC storage will be provided at 23 WG COMD POST DSN 460-3501,

C229-257-3501. Rwy 18R/36L-first 1000' conc, middle 6000' has 75' conc wide center with outer sides

being a 37.5' wide asph sfc.

**COMMUNICATIONS:** SFA ATIS 273.5 PTD 139.3 227.2

Ⓡ **VALDOSTA APP CON** 119.525 126.6 127.925 233.7 259.3 (119.525 259.3 180°-360°) (126.6 285.6 360°-180°)

285.6 (127.925 233.7 Moody Arr) (Mon-Thu 1200-0700Z, Fri 1200-0300Z, Sat, Sun and hol

1400-2200Z).

**TOWER** 128.45 257.625 (Mon-Thu 1330-0700Z, Fri 1330-0300Z, clsd Sat, Sun and hol)

**GND CON** 138.95 275.8 **CLNC DEL** 120.625 296.7

Ⓡ **VALDOSTA DEP CON** 126.6 306.3 (Mon-Thu 1200-0700Z, Fri 1200-0300Z, Sat, Sun and hol 1400-2200Z).

Ⓡ **JAX CENTER APP/DEP CON** 132.3 (Mon-Thu 0700-1200Z, Fri 0300-1200Z, Sat, Sun and hol 2200-1400Z)

**COMD POST** 228.225 381.05 (Angel Ops) **PMSV METRO** 263.45 No svc outside wx ops hrs **SOF** 143.825 305.6

**AIRSPACE:** CLASS D svc Mon-Thu 1330-0700Z, Fri 1330-0300Z, clsd Sat, Sun and hol, other times CLASS E.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCN.

**TACAN** VAD Chan 80 N30°57.60' W83°11.61' at fid. 213/3W. Unmonitored when twr clsd. No NOTAM

MP Mon-Fri 1000-1200Z, Sat-Sun 0300-1400Z. TACAN unusable byd 25 NM blo 2,500'. 200°-250° byd

15 NM blo 3000'.

**ILS** 109.3 I-VAD Rwy 18L. Unmonitored when twr clsd. No NOTAM MP Mon-Fri 1000-1200Z, Sat

1100-1700Z.

**ILS** 109.9 I-MDG Rwy 36R. Unmonitored when twr clsd. No NOTAM MP Mon-Fri 1000-1200Z, Sat

1100-1700Z.

**RADAR** Moody Radar No NOTAM MP Mon-Fri 0700-1130Z, Sat 2300-1300Z. ASR/PAR (Mon-Fri 1000-0500Z,

clsd Sat, Sun and Fed hol 1200-2000Z).



LOC I-VAD  
**109.3**APCH CRS  
**183°**Rwy ldg **9300**  
TDZE **233**  
Arpt Elev **233**

JAL-435 [USAF]

MOODY AFB (KVAD)

▼ \* When ALS inop, increase RVR to 40 and vis to  $\frac{3}{4}$  mile.  
 \*\* When ALS inop, increase CAT C RVR to 60 and vis to  $1\frac{1}{4}$  miles, CAT DE vis to  $1\frac{1}{2}$  miles.

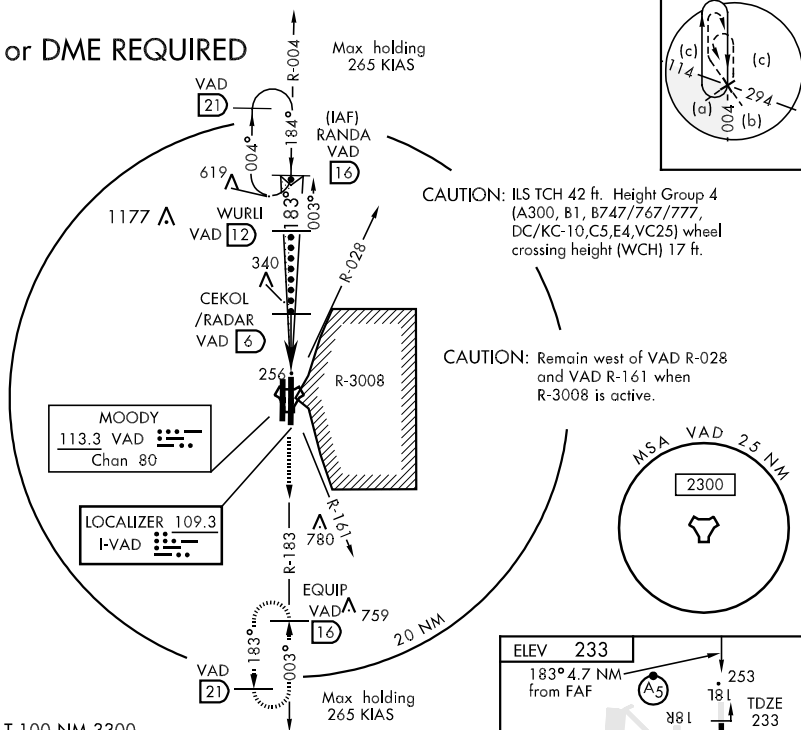
ALSF-1



MISSED APPROACH: Climb and maintain 3000 via VAD R-183 to EQUIP and hold.

ATIS ★  
**273.5**VALDOSTA APP CON  
**126.6 285.6**MOODY TOWER ★  
**128.45 257.625**GND CON  
**138.95 275.8**CLNC DEL  
**120.625 296.7**

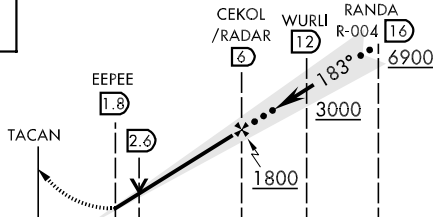
## RADAR or DME REQUIRED



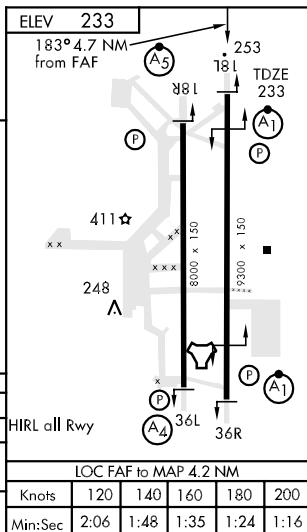
EMERG SAFE ALT 100 NM 3300

3000  
VAD R-183

EQUIP VAD 16



CATEGORY	C	D	E
S-ILS 18L*	433/24	200	(200- $\frac{1}{2}$ )
S-LOC 18L**	680/40 447 (500- $\frac{3}{4}$ )	680/50 447	(500-1)
CIRCLING	720-1 $\frac{1}{2}$ 487 (500-1 $\frac{1}{2}$ )	800-2 567 (600-2)	1060-3 827 (900-3)



LOC I-MDG <b>109.9</b>	APCH CRS <b>003°</b>	Rwy ldg <b>9300</b> TDZE <b>215</b> Arpt Elev <b>233</b>
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JAL-435 [USAF]

MOODY AFB (KVAD)

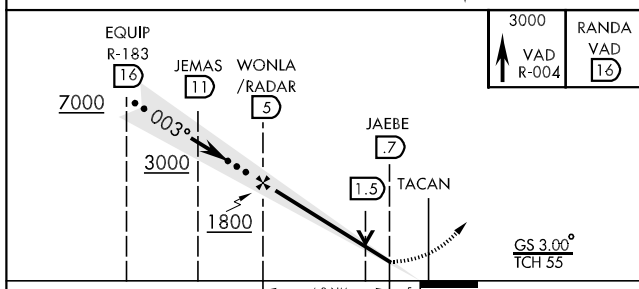
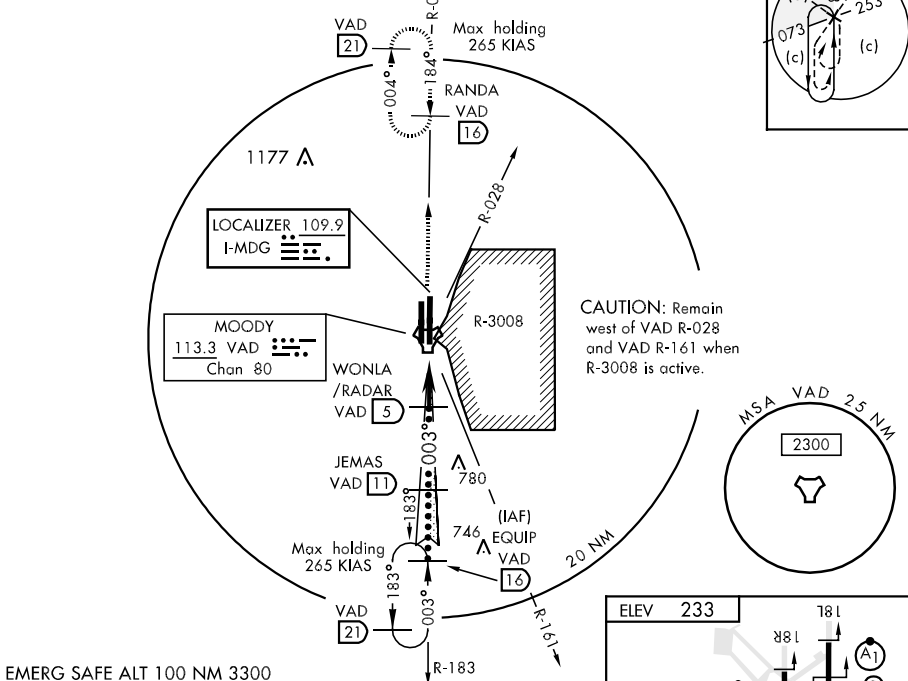
▼ \* When ALS inop, increase RVR to 40 and vis to  $\frac{3}{4}$  mile.  
 \*\* When ALS inop, increase RVR CAT C to 60 and vis to  $1\frac{1}{4}$  miles, CAT DE vis to  $1\frac{1}{2}$ .



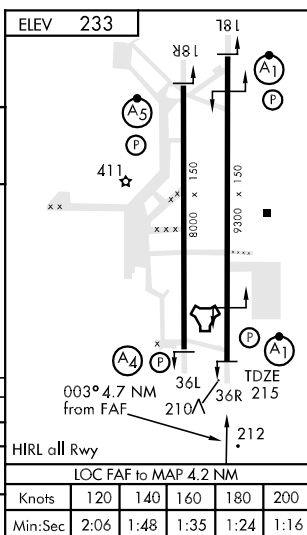
MISSED APPROACH: Climb and maintain 3000 via VAD VORTAC R-004 to RANDA and hold.

ATIS ★ <b>273.5</b>	VALDOSTA APP CON <b>126.6 285.6</b>	MOODY TOWER ★ <b>128.45 257.625</b>	GND CON <b>138.95 275.8</b>	CLNC DEL <b>120.625 296.7</b>
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## RADAR or DME REQUIRED



CATEGORY	C	D	E
S-ILS 36R*	415/24	200	(200-1/2)
S-LOC 36R**	660/40 445 (500-3/4)	660/50 445 (500-1)	
CIRCLING	720-1 1/2 487 (500-1 1/2)	800-2 567 (600-2)	1060-3 827 (900-3)



TACAN VAD Chan <b>80</b>	APCH CRS <b>187°</b>	Rwy Idg <b>9300</b> TDZE <b>233</b> Arpt Elev <b>233</b>
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JAL-435 [USAF]

MOODY AFB (KVAD)



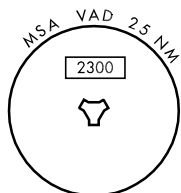
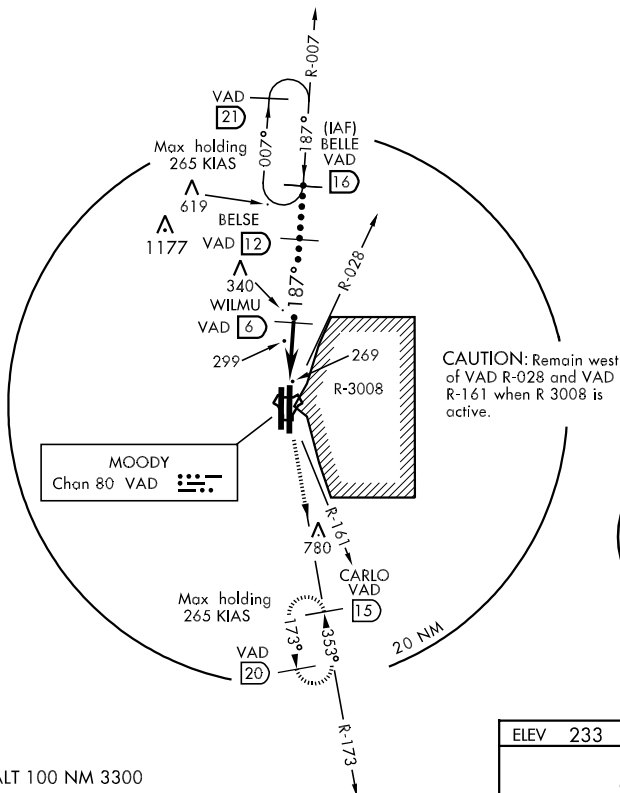
\* When ALS inop, increase CAT C RVR to 60 and vis to 1½ miles, CAT DE vis to 1½ miles.

ALSF-1

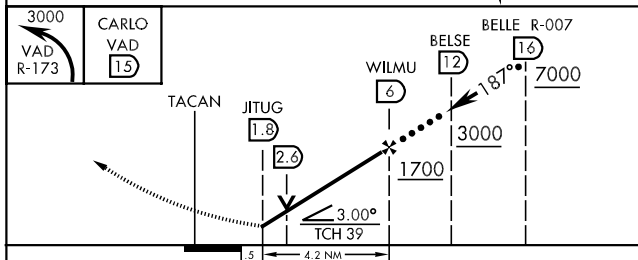


MISSED APPROACH: Climb and maintain 3000 via VAD R-173 to CARLO and hold.

ATIS ★ <b>273.5</b>	VALDOSTA APP CON <b>126.6 285.6</b>	MOODY TOWER ★ <b>128.45 257.625</b>	GND CON <b>138.95 275.8</b>	CLNC DEL <b>120.625 296.7</b>
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EMERG SAFE ALT 100 NM 3300




CATEGORY	C	D	E
S-18L*	680/40 447 (500-¾)	680/50 447 (500-1)	
CIRCLING	720-1½ 487 (500-1½)	800-2 567 (600-2)	1060-3 827 (900-3)

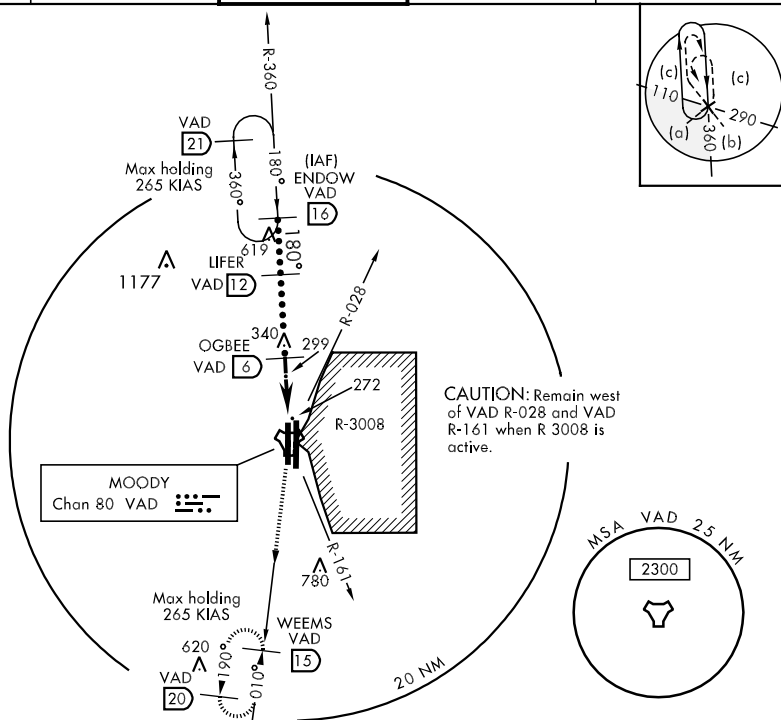
VALDOSTA, GEORGIA

30° 58'N-83° 12'W

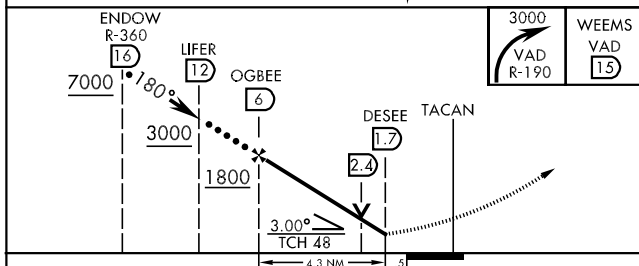
MOODY AFB (KVAD)

Amdt 1 09127

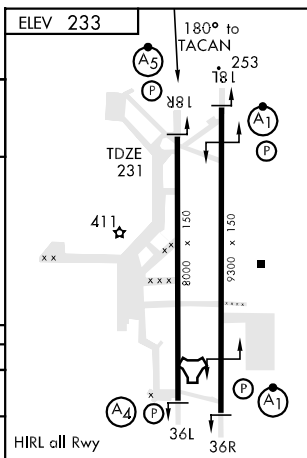
TACAN VAD Chan <b>80</b>	APCH CRS <b>180°</b>	Rwy Idg <b>8000</b> TDZE <b>231</b> Arpt Elev <b>233</b>	JAL-435 [USAF]	MOODY AFB (KVAD)	
<b>V</b> * When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.			<b>MALSR</b> 	MISSED APPROACH: Climb and maintain 3000 via VAD R-190 to WEEMS and hold.	
ATIS ★ <b>273.5</b>	VALDOSTA APP CON <b>126.6 285.6</b>	MOODY TOWER ★ <b>128.45 257.625</b>	GND CON <b>138.95 275.8</b>	CLNC DEL <b>120.625 296.7</b>	



EMERG SAFE ALT 100 NM 3300



CATEGORY	C	D	E
S-18R *	680/40 450 (500-34)	680/50 450	(500-1)
CIRCLING	720-1½ 487 (500-1½)	800-2 567 (600-2)	1060-3 827 (900-3)



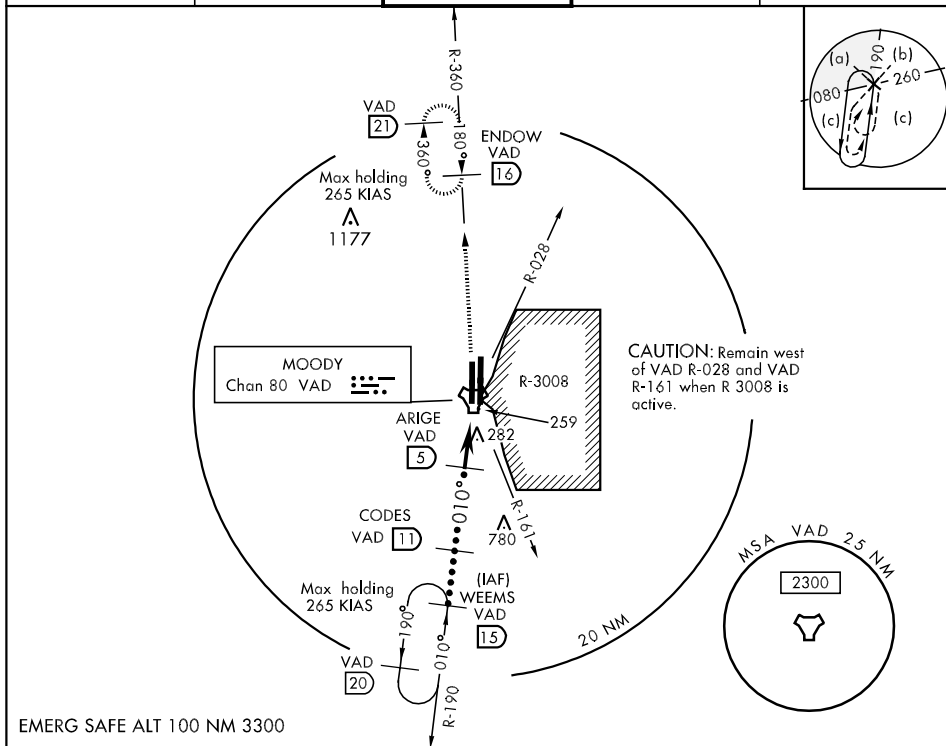
TACAN VAD Chan 80	APCH CRS 010°	Rwy Idg TDZE Arpt Elev	8000 225 233
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JAL-435 [USAF]

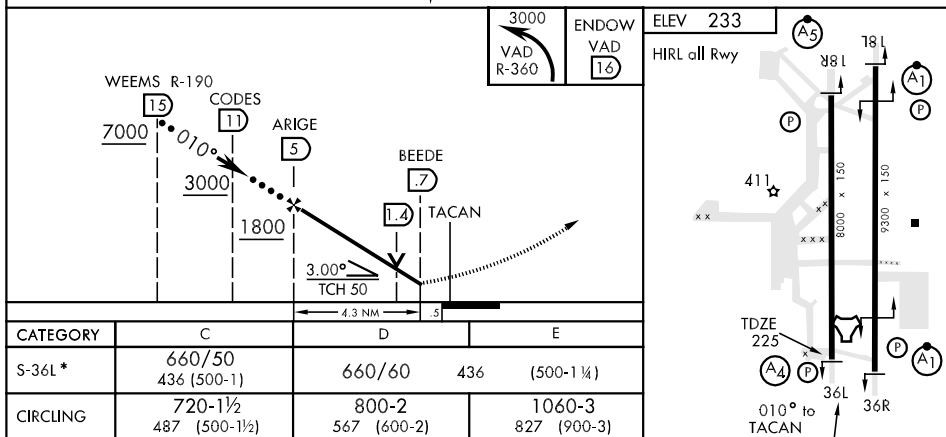
MOODY AFB (KVAD)

<p><b>V</b> * When ALS inop, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.</p>	<p>MALS <b>(A4)</b></p>	<p>MISSED APPROACH: Climb and maintain 3000 via VAD R-360 to ENDOW and hold.</p>
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ATIS ★ <b>273.5</b>	VALDOSTA APP CON <b>126.6 285.6</b>	MOODY TOWER ★ <b>128.45 257.625</b>	GND CON <b>138.95 275.8</b>	CLNC DEL <b>120.625 296.7</b>
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EMERG SAFE ALT 100 NM 3300



VALDOSTA, GEORGIA

30° 58'N-83° 12'W

MOODY AFB (KVAD)

Amdt 1 09127

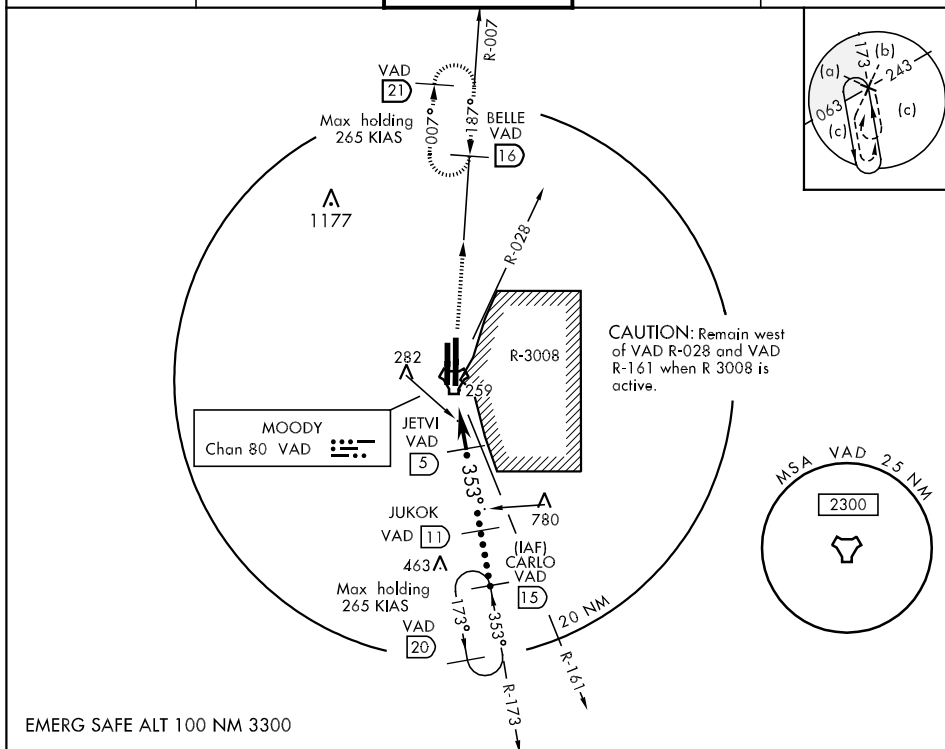
TACAN VAD Chan 80	APCH CRS 353°	Rwy Idg TDZE 215 Arpt Elev 233
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JAL-435 [USAF]

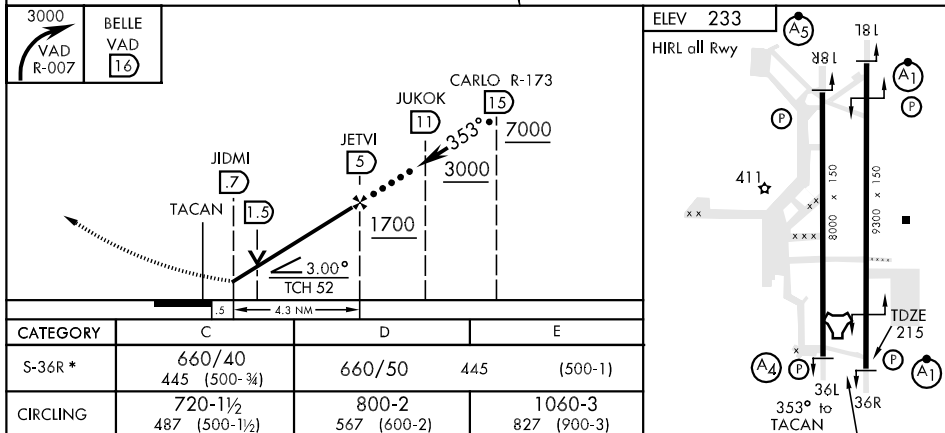
MOODY AFB (KVAD)

<p><b>V</b> * When ALS inop, CAT C RVR to 60 and vis to 1½ miles, CAT DE vis to 1½ miles.</p>	<p>ALSF-1 <b>(A1)</b></p>	<p>MISSED APPROACH: Climb and maintain 3000 via VAD R-007 to BELLE and hold.</p>
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<p>ATIS ★ <b>273.5</b></p>	<p>VALDOSTA APP CON <b>126.6 285.6</b></p>	<p>MOODY TOWER ★ <b>128.45 257.625</b></p>	<p>GND CON <b>138.95 275.8</b></p>	<p>CLNC DEL <b>120.625 296.7</b></p>
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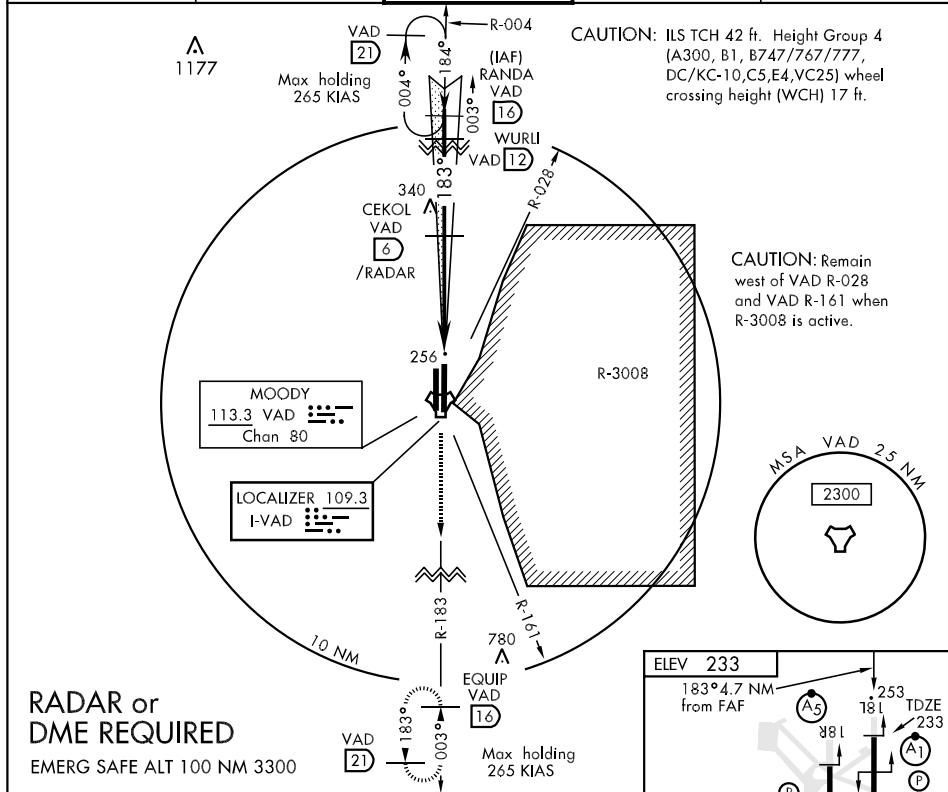
EMERG SAFE ALT 100 NM 3300



LOC I-VAD <b>109.3</b>	APCH CRS <b>183°</b>	Rwy Idg TDZE Arpt Elev <b>9300</b> <b>233</b> <b>233</b>	AL-435 [USAF]	MOODY AFB (KVAD)
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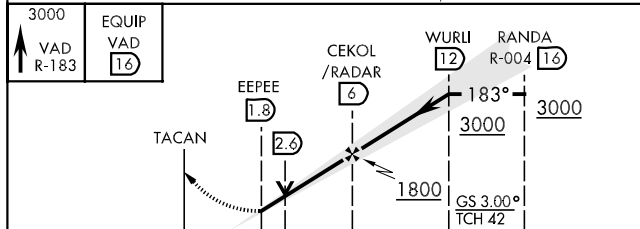
<p>▼ * When ALS inop, increase RVR to 40 and vis to <math>\frac{3}{4}</math> mile.</p> <p>** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to <math>1\frac{1}{4}</math> miles, CAT DE vis to <math>1\frac{1}{2}</math> miles.</p>	<p>ALSF-1 A1</p>	<p>MISSED APPROACH: Climb and maintain 3000 via VAD R-183 to EQUIP and hold.</p>
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ATIS ★ <b>273.5</b>	VALDOSTA APP CON <b>126.6 285.6</b>	MOODY TOWER ★ <b>128.45 257.625</b>	GND CON <b>138.95 275.8</b>	CLNC DEL <b>120.625 296.7</b>
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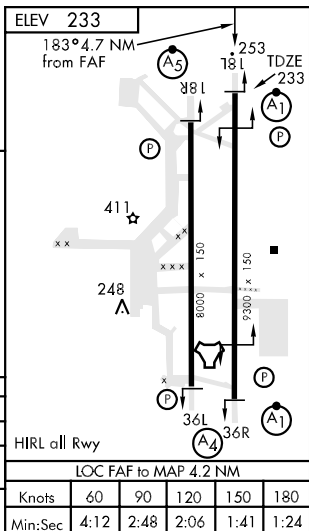


**RADAR or DME REQUIRED**

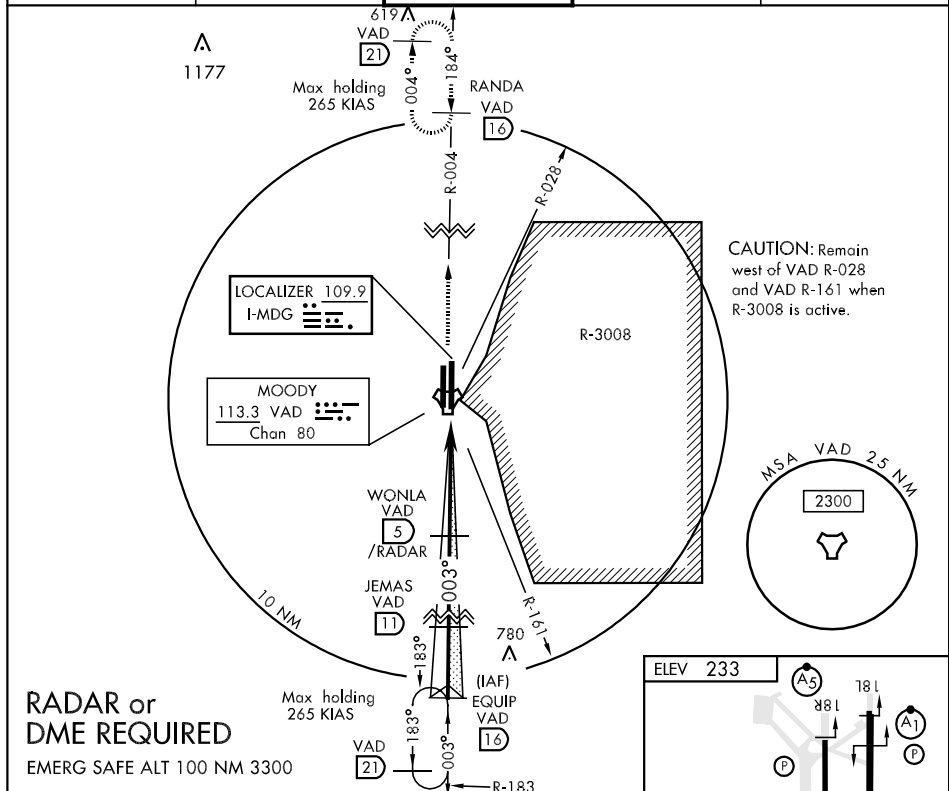
EMERG SAFE ALT 100 NM 3300



CATEGORY	A	B	C	D	E
S-ILS 18L*	433/24	200	(200- $\frac{1}{2}$ )		
S-LOC 18L**	680/24 447 (500- $\frac{1}{2}$ )	680/40 447 (500- $\frac{3}{4}$ )	680/50 447 (500-1)		
CIRCLING	720-1 487 (500-1)	720-1 $\frac{1}{2}$ 487 (500-1 $\frac{1}{2}$ )	800-2 567 (600-2)	1060-3 827 (900-3)	

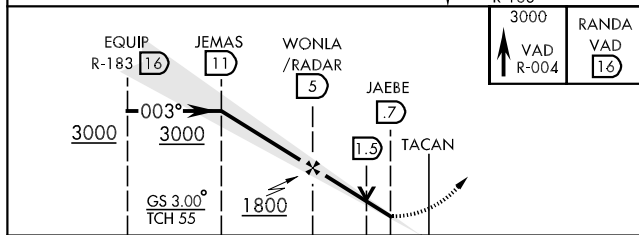


LOC I-MDG <b>109.9</b>	APCH CRS <b>003°</b>	Rwy Idg <b>9300</b> TDZE <b>215</b> Arpt Elev <b>233</b>	AL-435 [USAF]	MOODY AFB (KVAD)
▼ * When ALS inop, increase RVR to 40 and vis to ¾ mile. ** When ALS inop, increase RVR CAT AB to 50 and vis to 1 mile, RVR CAT C to 60 and vis to 1 ½ miles, CAT DE vis to 1 ½ miles.			ALSF-1 	MISSED APPROACH: Climb and maintain 3000 via VAD VORTAC R-004 to RANDA and hold.
ATIS ★ <b>273.5</b>	VALDOSTA APP CON <b>126.6 285.6</b>	MOODY TOWER ★ <b>128.45 257.625</b>	GND CON <b>138.95 275.8</b>	CLNC DEL <b>120.625 296.7</b>

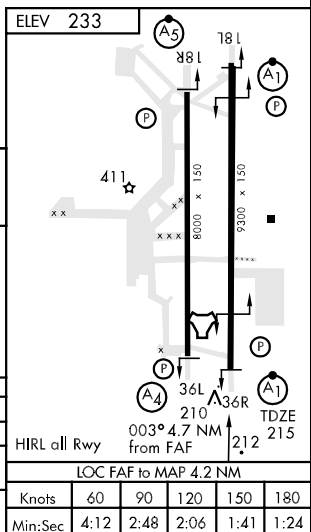


**RADAR or  
DME REQUIRED**

EMERG SAFE ALT 100 NM 3300



CATEGORY	A	B	C	D	E
S-ILS 36R*	415/24		200	(200-½)	
S-LOC 36R**	660/24 445 (500-½)		660/40 445 (500-¾)	660/50 445 (500-1)	
CIRCLING	720-1 487 (500-1)		720-1½ 487 (500-1½)	800-2 567 (600-2)	1060-3 827 (900-3)





APCH CRS	Rwy Idg	9300
183°	TDZE	233
	Arpt Elev	233

AL-435 [USAF]

MOODY AFB (KVAD)

**T** \* When ALS inop, increase CAT AB to RVR 50 and vis to 1 mile, CAT C to RVR 60 and vis to 1¼ miles, CAT DE vis to 1½.

ALSF-1

**MISSED APPROACH:** Climb and maintain 3000 via heading 183° to EQUIP and hold.

ATIS ★  
273.5

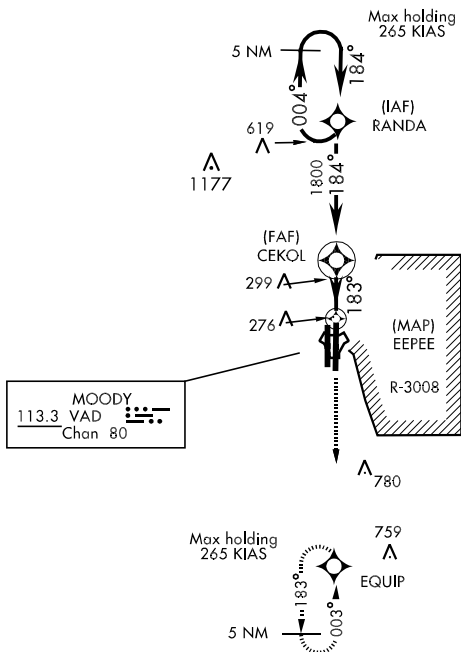
VALDOSTA APP CON  
**126.6 285.6**

MOODY TOWER ★  
128.45 257.625

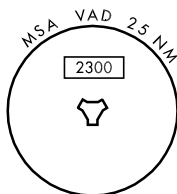
GND CON  
138.95 275.8

CLNC DEL  
**126.625 296.7**

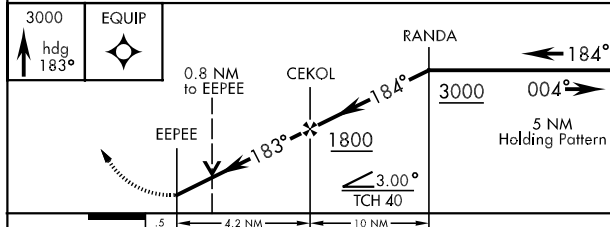
DME/DME RNP-0.3 NA



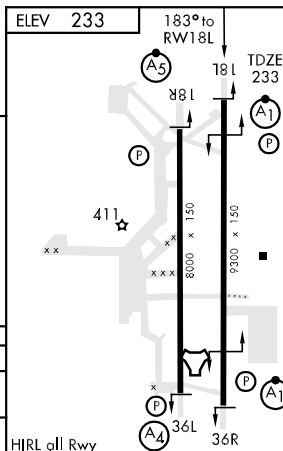
**CAUTION:** Remain west of 83°11'W from FAF inbound when R-3008 is active.



EMERG SAFE ALT 100 NM 3300



CATEGORY	A	B	C	D	E
LNNAV MDA *	680/24	447 (500-½)	680/40 447 (500-¾)	680/50	447 (500-1)
CIRCLING	720-1	487 (500-1)	720-1½ 487 (500-1½)	800-2 567 (600-2)	1060-3 827 (900-3)



VALDOSTA, GEORGIA

30°58'N-83°12'W

MOODY AFB (KVAD)

Amdt 2 09127

RNAV (GPS) RWY 18L

**SE-4, 26 AUG 2010 to 23 SEP 2010**

SE-4. 26 AUG 2010 to 23 SEP 2010

APCH CRS <b>003°</b>	Rwy Idg TDZE Arpt Elev	<b>9300</b> <b>215</b> <b>233</b>
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AL-435 [USAF]

MOODY AFB (KVAD)

▼ \*When ALS inop, increase CAT AB to RVR 50 and vis to 1 mile, CAT C to RVR 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

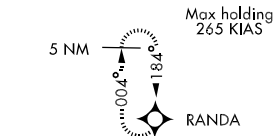
ALSF-1



MISSED APPROACH: Climb and maintain 3000 via heading 004° to RANDA and hold.

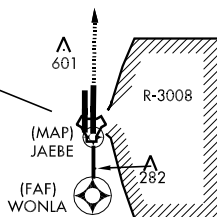
ATIS ★ <b>273.5</b>	VALDOSTA APP CON <b>126.6 285.6</b>	MOODY TOWER ★ <b>128.45 257.625</b>	GND CON <b>138.95 275.8</b>	CLNC DEL <b>120.625 296.7</b>
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DME/DME RNP-0.3 NA

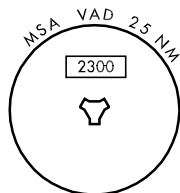
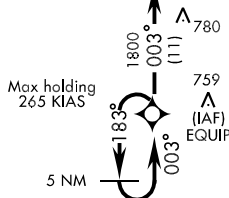


▲  
1177

MOODY  
113.3 VAD  
Chan 80



CAUTION: Remain west of 83°11'W from FAF inbound when R-3008 is active.



EMERG SAFE ALT 100 NM 3300

CATEGORY	A		B		C		D		E	
	LNNAV MDA*		660/24 445 (500-½)		660/40 445 (500-¾)		660/50 445 (500-1)		1060-3 827 (900-3)	
CIRCLING		720-1 487 (500-1)	720-1½ 487 (500-1½)		800-2 567 (600-2)		1060-3 827 (900-3)			

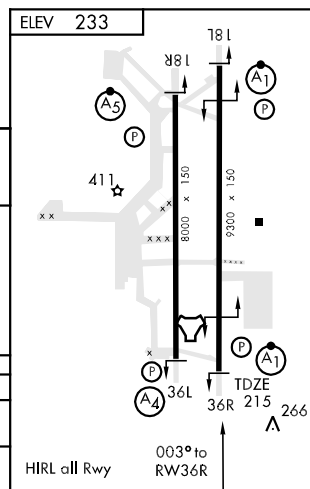
VALDOSTA, GEORGIA

30°58'N-83°12'W

MOODY AFB (KVAD)

Amdt 2 09127

RNAV (GPS) RWY 36R



SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010

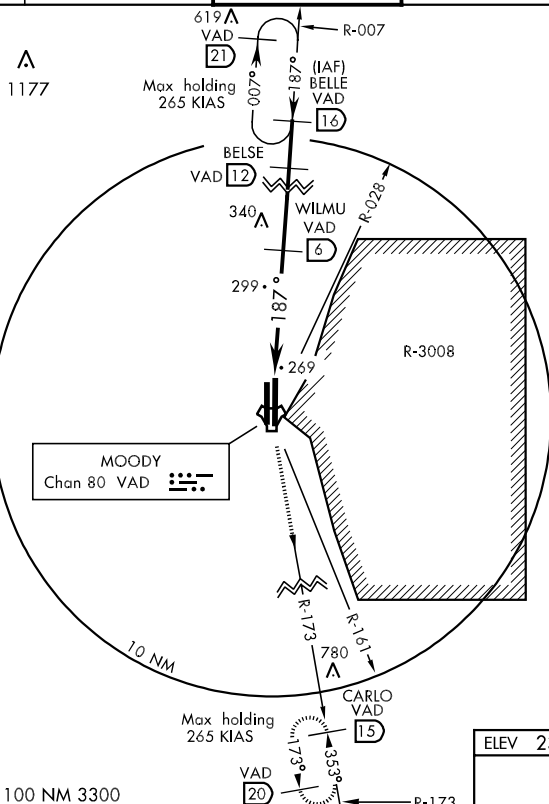
TACAN VAD Chan <b>80</b>	APCH CRS <b>187°</b>	Rwy Idg <b>9300</b> TDZE <b>233</b> Arpt Elev <b>233</b>
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AL-435 [USAF]

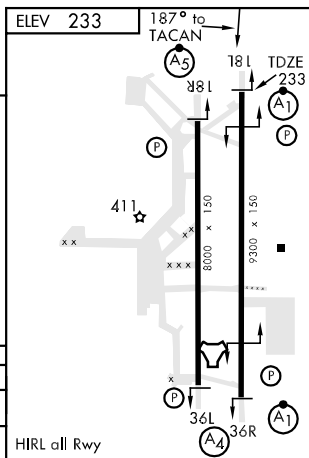
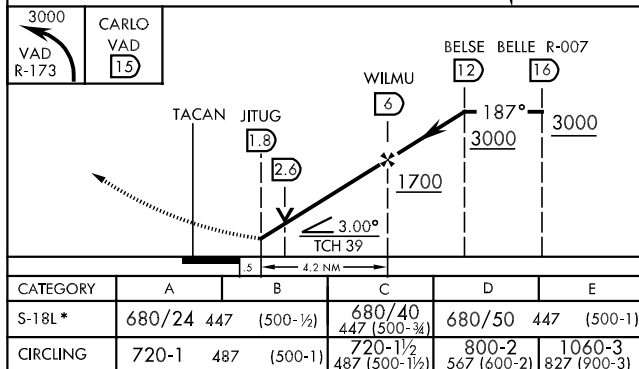
MOODY AFB (KVAD)

<b>▽</b> *When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.	ALSF-1 	MISSED APPROACH: Climb and maintain 3000 via VAD R-173 to CARLO and hold.
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ATIS ★ <b>273.5</b>	VALDOSTA APP CON <b>126.6 285.6</b>	MOODY TOWER ★ <b>128.45 257.625</b>	GND CON <b>138.95 275.8</b>	CLNC DEL <b>120.625 296.7</b>
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EMERG SAFE ALT 100 NM 3300



TACAN VAD Chan <b>80</b>	APCH CRS <b>180°</b>	Rwy Idg <b>8000</b> TDZE <b>231</b> Arpt Elev <b>233</b>
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AL-435 [USAF]

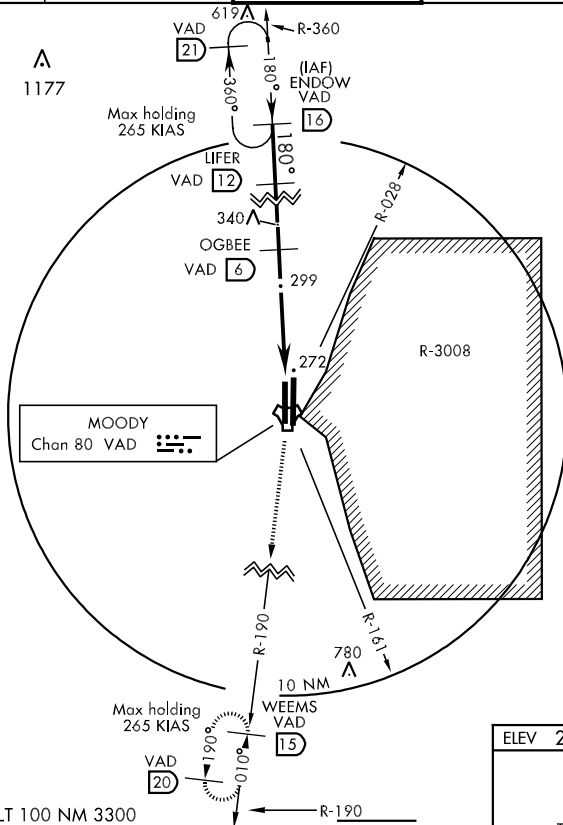
MOODY AFB (KVAD)

▼ \* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile,  
CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

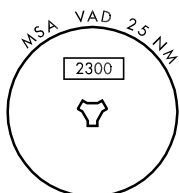


MISSED APPROACH: Climb and maintain  
3000 via VAD R-190 to WEEMS and hold.

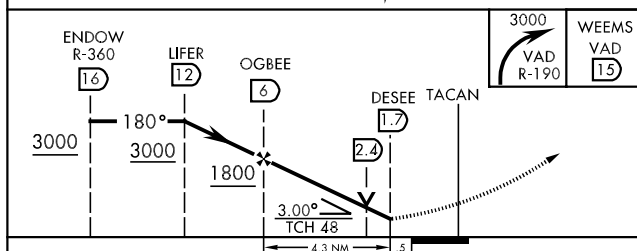
ATIS ★ <b>273.5</b>	VALDOSTA APP CON <b>126.6 285.6</b>	MOODY TOWER ★ <b>128.45 257.625</b>	GND CON <b>138.95 275.8</b>	CLNC DEL <b>120.625 296.7</b>
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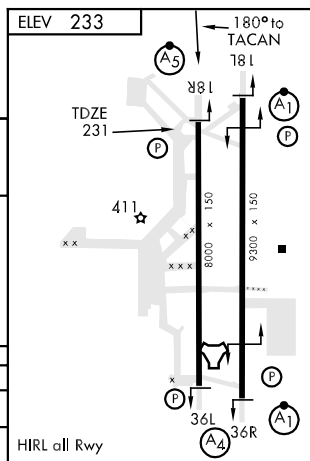
CAUTION: Remain west  
of VAD R-028 and VAD  
R-161 when R 3008 is  
active.



EMERG SAFE ALT 100 NM 3300



CATEGORY	A	B	C	D	E
S-18R *	680/24 450 (500-½)		680/40 450 (500-¾)	680/50 450 (500-1)	
CIRCLING	720-1 487 (500-1)		720-1½ 487 (500-1½)	800-2 567 (600-2)	1060-3 827 (900-3)



TACAN VAD Chan <b>80</b>	APCH CRS <b>010°</b>	Rwy Idg <b>8000</b> TDZE <b>225</b> Arpt Elev <b>233</b>
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AL-435 [USAF]

MOODY AFB (KVAD)

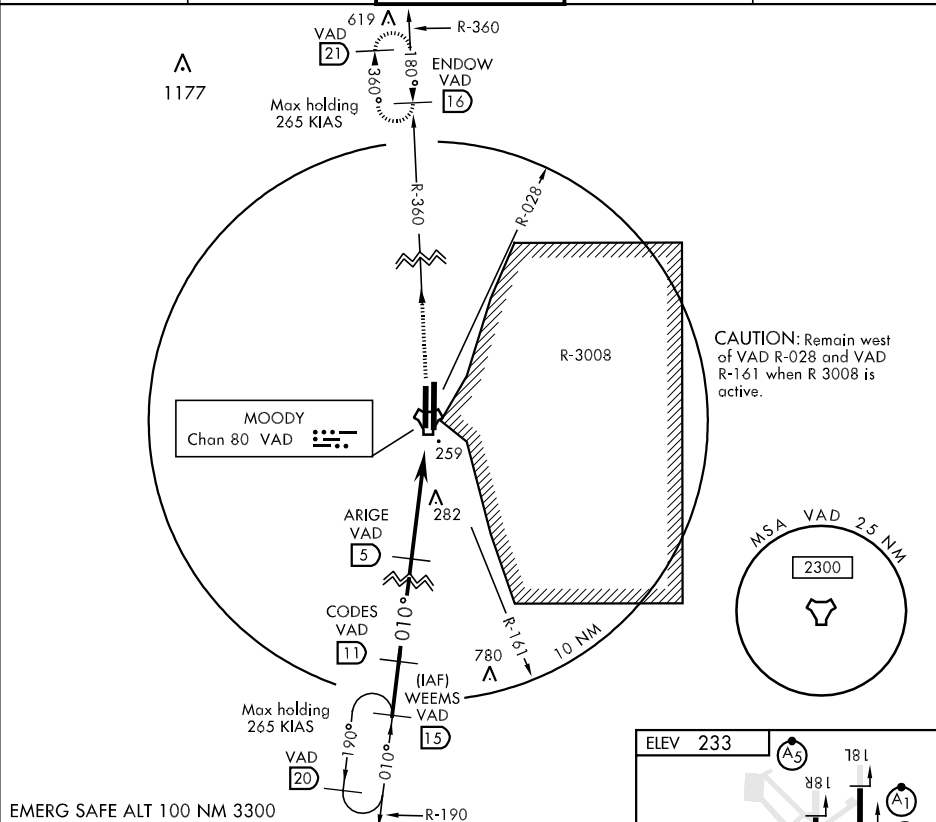
▼ \* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1 ¼ miles, CAT DE vis to 1 ½ miles.

MAL S

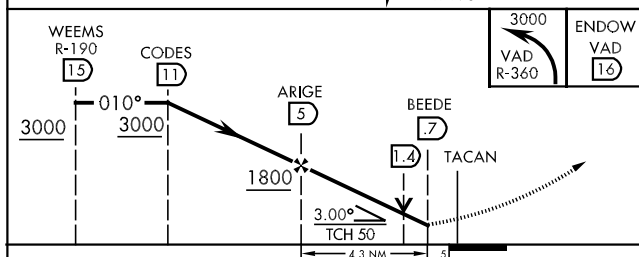


MISSED APPROACH: Climb and maintain 3000 via VAD R-360 to ENDOW and hold.

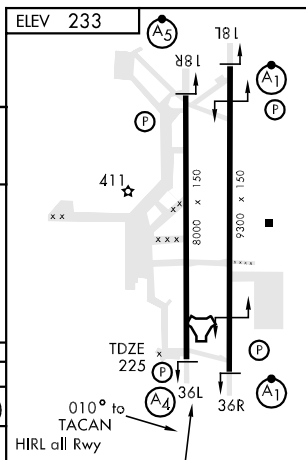
ATIS ★ <b>273.5</b>	VALDOSTA APP CON <b>126.6 285.6</b>	MOODY TOWER ★ <b>128.45 257.625</b>	GND CON <b>138.95 275.8</b>	CLNC DEL <b>120.625 296.7</b>
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EMERG SAFE ALT 100 NM 3300



CATEGORY	A	B	C	D	E
S-36L*	660/40	436 (500-34)	660/50 436 (500-1)	660/60	436 (500-14)
CIRCLING	720-1	487 (500-1)	720-1½ 487 (500-1½)	800-2 567 (600-2)	1060-3 827 (900-3)



TACAN VAD Chan <b>80</b>	APCH CRS <b>353°</b>	Rwy Idg TDZE Arpt Elev <b>9300</b> <b>215</b> <b>233</b>
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AL-435 [USAF]

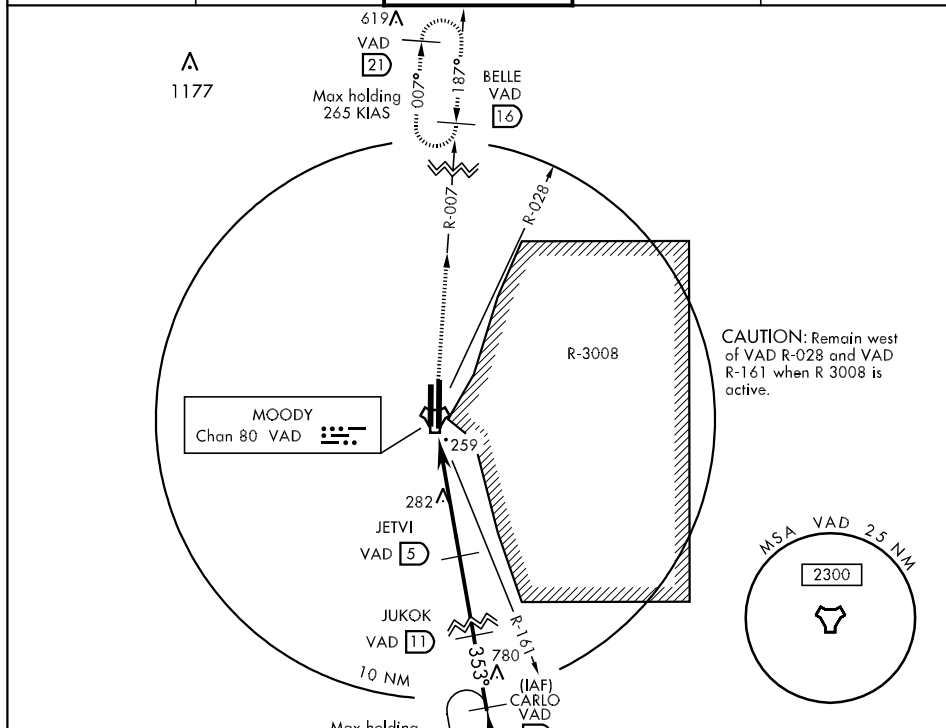
MOODY AFB (KVAD)

▼ \*When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1 ½ miles, CAT DE vis to 1 ½ miles.

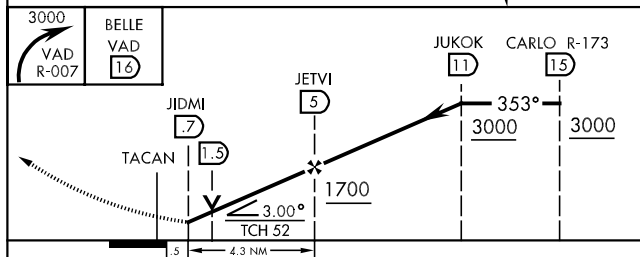


MISSED APPROACH: Climb and maintain 3000 via VAD R-007 to BELLE and hold.

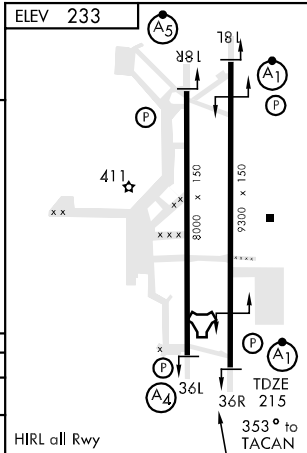
ATIS ★ <b>273.5</b>	VALDOSTA APP CON <b>126.6 285.6</b>	MOODY TOWER ★ <b>128.45 257.625</b>	GND CON <b>138.95 275.8</b>	CLNC DEL <b>120.625 296.7</b>
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EMERG SAFE ALT 100 NM 3300



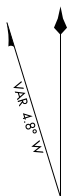
CATEGORY	A	B	C	D	E
S-36R *	660/24	445 (500-½)	660/40 445 (500-¾)	660/50	445 (500-1)
CIRCLING	720-1	487 (500-1)	720-1½ 487 (500-1½)	800-2 567 (600-2)	1060-3 827 (900-3)



10210

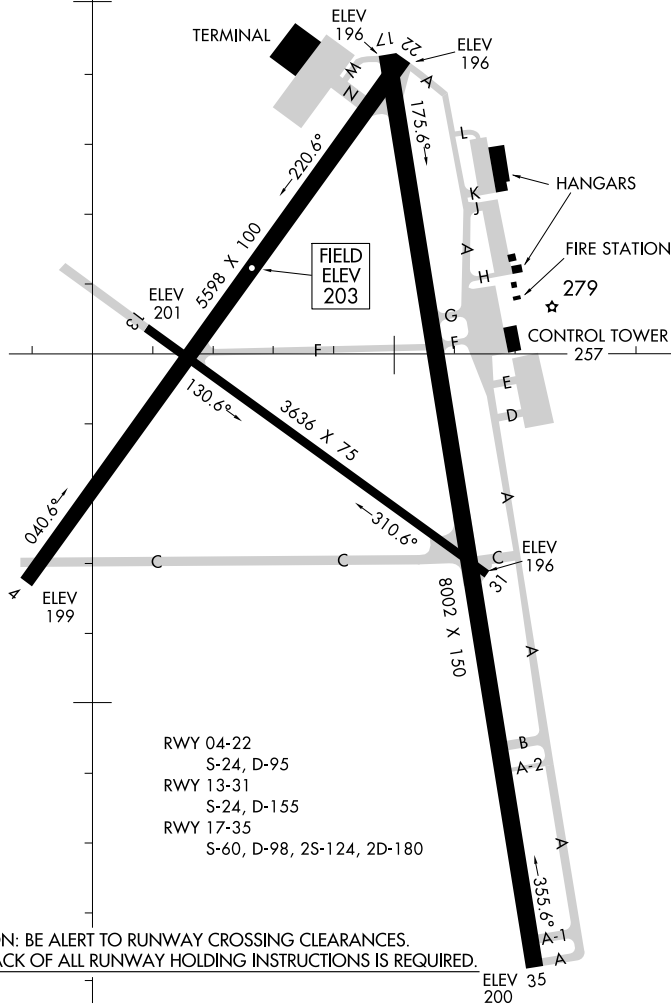
## AIRPORT DIAGRAM

AL-892 (FAA)

VALDOSTA RGNL (VLD)  
VALDOSTA, GEORGIAVALDOSTA TOWER ★  
120.9  
GND CON  
121.7JANUARY 2010  
ANNUAL RATE OF CHANGE  
0.1° W

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

## AIRPORT DIAGRAM

VALDOSTA, GEORGIA  
VALDOSTA RGNL (VLD)

10210

**VALDOSTA RGNL** (VLD) 3 S UTC-5(-4DT) N30°46.88' W83°16.57'

203 B S4 FUEL 100LL, JET A1 + ARFF Index—See Remarks NOTAM FILE VLD

RWY 17-35: H8002X150 (ASPH) S-60, D-98, 2S-124, 2D-180 HIRL

RWY 17: REIL. PAPI(P4L)—GA 3.0° TCH 51'. Trees.

RWY 35: MALSR. PAPI(P4L)—GA 3.0° TCH 51'. Trees.

RWY 04-22: H5598X100 (ASPH-GRVD) S-24, D-95 MIRL

RWY 04: REIL. PAPI(P4L)—GA 3.25° TCH 46'. Trees.

RWY 22: REIL. PAPI(P4L)—GA 3.25° TCH 51'. Trees.

RWY 13-31: H3636X75 (ASPH) S-24, D-155 MIRL

RWY 13: Trees. RWY 31: Trees.

**AIRPORT REMARKS:** Attended 1000-0200Z±. Contact FBO 229-242-3175. Contract Jet A fuel avbl from FBO for military acft. Class I, ARFF Index A. Index B coverage avbl upon request. Rwy 13-31 CLOSED to air carrier ops with more than 30 passenger seats. CLOSED to unscheduled air carrier ops with more than 30 passenger seats except 24 hr PPR call arpt manager 912-333-1833. Rwy 13-31 northwest 860' not visible from the twr due to trees. When twr clsd ACTIVATE HIRL Rwy 17-35, PAPI Rwy 17 and 35, REIL Rwy 17 and MALSR Rwy 35—CTAF. MIRL Rwy 04-22 and 13-31, PAPI Rwy 04 and 22 and REIL Rwy 04 and 22 unavailable when twr clsd.

**WEATHER DATA SOURCES:** ASOS 126.225 (229) 245-8746.

**COMMUNICATIONS:** CTAF 120.9 UNICOM 122.95

RCO 122.1R 114.8T (MACON RADIO)

RCO 122.2 (MACON RADIO)

Ⓡ APP/DEP CON 119.525 (8,000' and abv) 126.6 (blo 8,000') (Opr Mon-Thu 1200-0700Z±, Fri 1200-0300Z±, Sat, Sun and hol 1400-2200Z±)

Ⓡ JAX CENTER APP/DEP CON 133.7 (Mon-Thu 0700-1200Z±, Fri 0300-1200Z±, Sat, Sun and hol 2200-1400Z±)

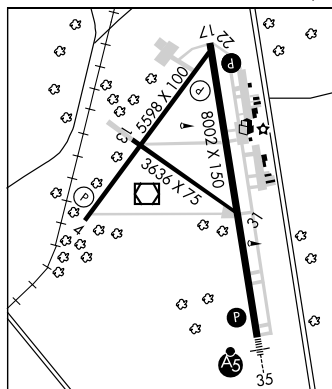
TOWER 120.9 (1200-0400Z±) GND CON 121.7

**AIRSPACE:** CLASS D svc 1200-0400Z± other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE VLD.

(H) VOR/DME 114.8 OTK Chan 95 N30°46.83' W83°16.78' at fld. 199/02W.

ILS 110.9 I-VLD Rwy 35. LOC unusable byd 25° left of course and 27° right of course.



**VIDALIA RGNL** (VDI) 3 SE UTC-5(-4DT) N32°11.56' W82°22.27'

275 B FUEL 100LL, JET A1 + TPA—See Remarks NOTAM FILE VDI

RWY 06-24: H6003X100 (CONC) S-30, D-48, 2D-85 HIRL

RWY 06: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Trees.

RWY 24: MALSR. REIL. PAPI(P4L)—GA 3.0° TCH 40'.

RWY 13-31: H5000X150 (CONC) S-30, D-48, 2D-85

RWY 13: Trees. RWY 31: Trees.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 06: TORA-5000 TODA-5000 ASDA-5000 LDA-5000

**AIRPORT REMARKS:** Attended 1300-2300Z±. Self-serve 100LL avbl 24 hrs with credit card. Rwy 13-31 moderately broken and spalled concrete outer rwy edges. PPR for Jet A1+ after hrs, call 912-537-3979 or 912-538-0871. TPA—1275(1000) for light acft, 1775(1500) for heavy acft. HIRL Rwy 06-24 preset med ints dusk-0400Z±, after 0400Z±—CTAF. ACTIVATE MALSR Rwy 24, PAPI Rwy 06 and PAPI Rwy 24—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.925 (912) 538-0219.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ JAX CENTER APP/DEP CON 132.3

GCO 121.725 (FLIGHT SERVICES)

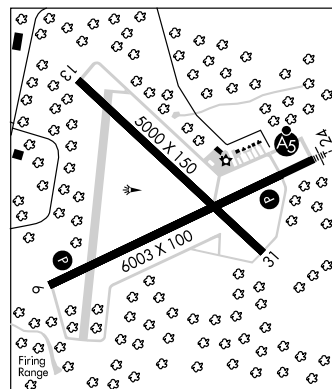
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCN.

DUBLIN (L) VORTAC 113.1 DBN Chan 78 N32°33.81'

W82°49.80' 138° 32.2 NM to fld. 300/05W. HIWAS.

ONUNY NDB (MHW) 372 UQN N32°13.40' W82°17.89' 248° 4.1 NM to fld.

ILS 110.3 I-VDI Rwy 24.



**VIENNA** N32°12.81' W83°29.84' NOTAM FILE MCN.

(L) VORTAC 116.5 VNA Chan 112 045° 15.5 NM to Cochran. 300/01E.

RCO 122.1R 116.5T (MACON RADIO)

ATLANTA

H-9B, 12F, L-24H

IAP

ATLANTA

L-18J




LOC I-VLD <b>110.9</b>	APP CRS <b>353°</b>	Rwy Idg TDZE Apt Elev	<b>8002</b> <b>200</b> <b>203</b>
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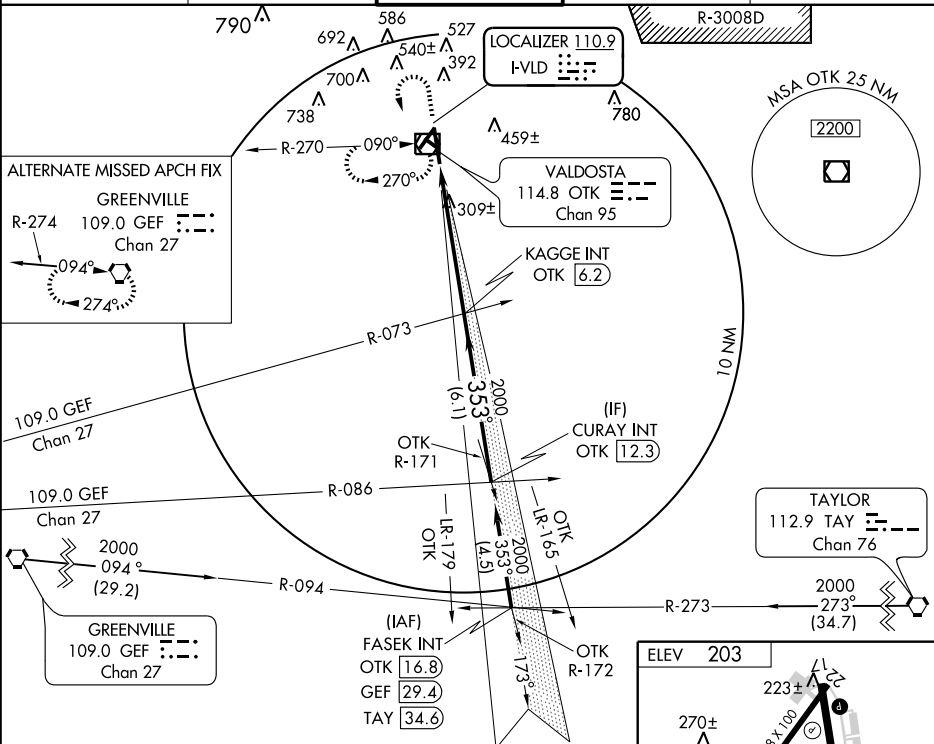
# ILS or LOC RWY 35

VALDOSTA RGNL (VLD)

For inoperative MALS, increase S-ILS 35 Cat E visibility to 1 mile and S-LOC 35 Cats A,B,C visibility to 1 mile, Cat E visibility to 1½ mile. Visibility reduction by helicopters NA. If local altimeter setting not received, use Moultrie altimeter setting and increase all DAs/MDAs 100 feet. DME from OTK VOR/DME.

MALS  MISSED APPROACH: Climb to 1200 then climbing left turn to 2000 direct OTK VOR/DME and hold, continue climb-in-hold to 2000.

ASOS <b>126.225</b>	VALDOSTA APP CON ★ <b>126.6 285.6</b>	VALDOSTA TOWER ★ <b>120.9</b> (CTAF) 	GND CON <b>121.7</b>	UNICOM <b>122.95</b>
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1200	2000	OTK	114.8	KAGGE INT OTK	6.2	CURAY INT OTK	12.3	Procedure Turn NA	ELEV 203
OTK	0.8	OTK	114.8	2000	353°	2000	GS 3.00° TCH 53	VGSI and ILS glidepath not coincident	270±
5.4 NM	6.1 NM	2000	353°	2000	353°	2000	353°	2000	279
CATEGORY	A	B	C	D	E				257
S-ILS 35	489-¾	289 (300-¾)							238±
S-LOC 35	560-¾	360 (400-¾)							266±
CIRCLING	640-1 437 (500-1)	660-1 457 (500-1)	660-1½ 457 (500-1½)	780-2 577 (600-2)	1040-3 837 (900-3)				200
									35
									353° 5.4 NM from FAF
									REIL Rwy 17
									HIRL Rwy 17-35
									REIL Rwy 4 and 22
									MIRL Rwy 4-22 and 13-31
									FAF to MAP 5.4 NM
									Knots 60 90 120 150 180
									Min:Sec 5:24 3:36 2:42 2:10 1:48

WAAS CH <b>87101</b> <b>W17A</b>	APP CRS <b>173°</b>	Rwy Idg <b>8002</b> TDZE <b>198</b> Apt Elev <b>203</b>
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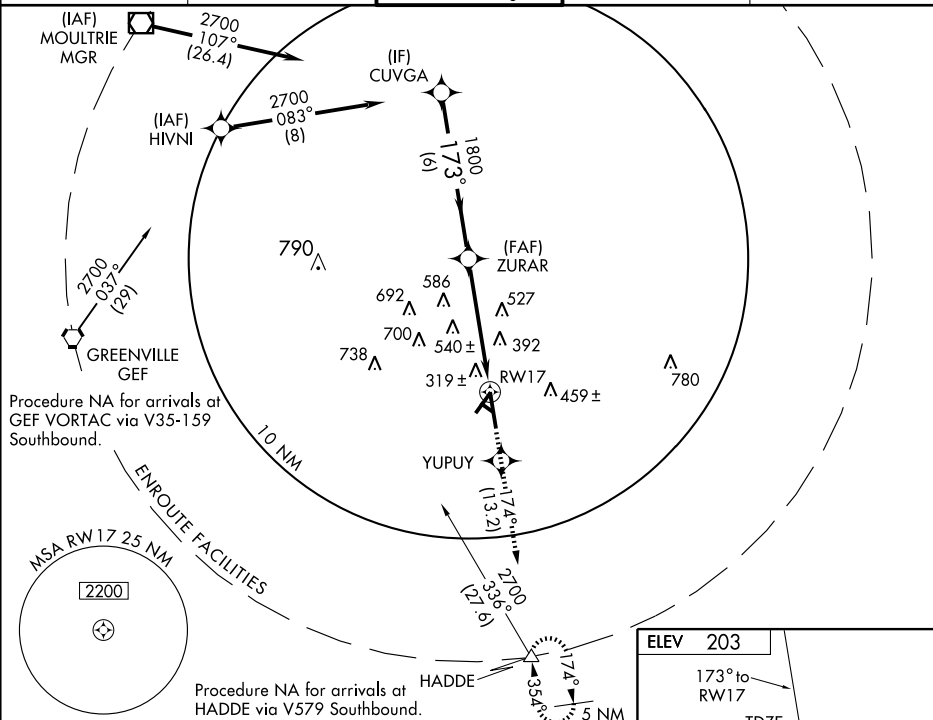
# RNAV (GPS) RWY 17

VALDOSTA RGNL (VLD)

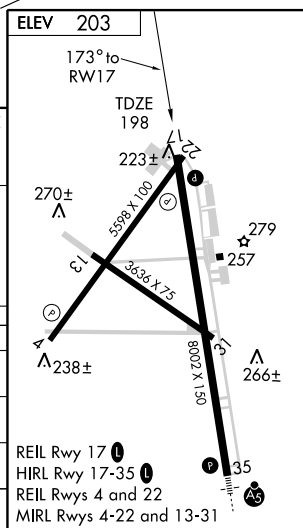
**▼** DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Moultrie altimeter setting.  
**▲** If local altimeter setting not received, use Moultrie altimeter setting and increase all DAs/MDAs 100 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). Visibility reduction by helicopters NA. Circling to Rwy 31 NA at night.

**MISSED APPROACH:**  
Climb to 2700 direct YUPUY and via 174° track to HADDE and hold.

ASOS <b>126.225</b>	VALDOSTA APP CON ★ <b>126.6 285.6</b>	VALDOSTA TOWER ★ <b>120.9 (CTAF) 0</b>	GND CON <b>121.7</b>	UNICOM <b>122.95</b>
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	CUVGA	ZURAR	YUPUY	HADDE
	2700		2700	174° TRK
Procedure Turn NA				
GS 3.00°				
TCH 50				
	6 NM	3.1 NM	1.7	
CATEGORY	A	B	C	D
LPV DA	482-1 284 (300-1)			
LNAV/VNAV DA	622-1½ 424 (500-1½)			
LNAV MDA	780-1 582 (600-1)	780-1½ 582 (600-1½)	780-1¾ 582 (600-1¾)	
CIRCLING	780-1½ 577 (600-1½)		780-2 577 (600-2)	



WAAS CH <b>88206</b> <b>W35A</b>	APP CRS <b>353°</b>	Rwy Idg TDZE Apt Elev	<b>8002</b> <b>200</b> <b>203</b>
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## RNAV (GPS) RWY 35

VALDOSTA RGNL (VLD)

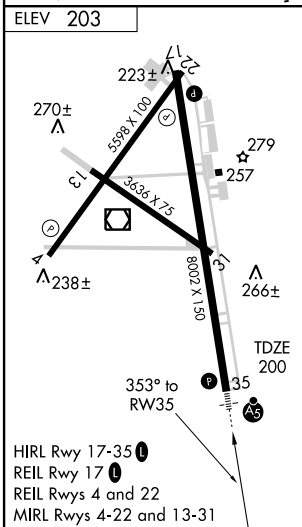
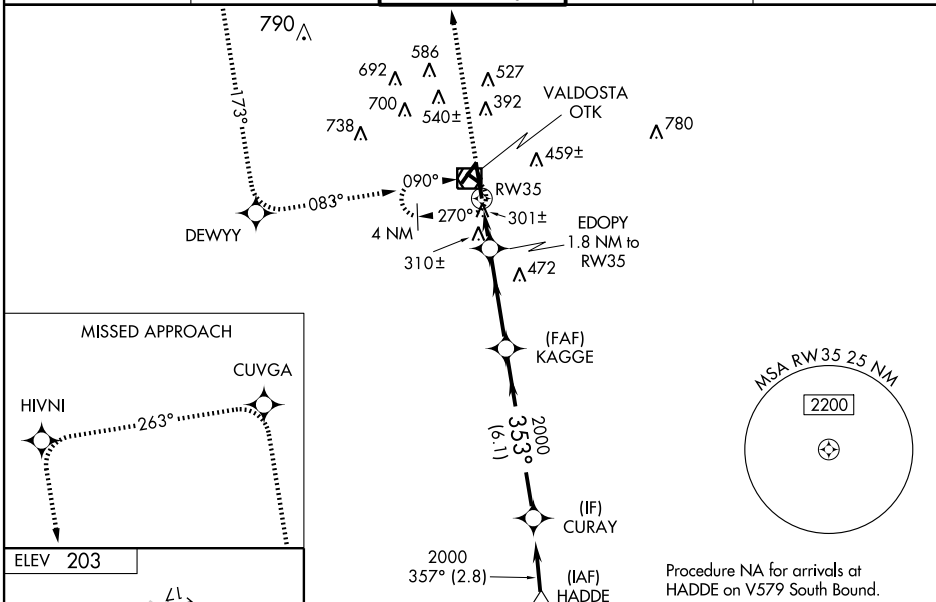


Baro-VNAV NA when using Moultrie altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Moultrie altimeter setting and increase all DA 88 feet and all MDA 100 feet; increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile, and Circling Cat D visibility ¼ mile. For inoperative MALSR, increase LPV all Cats visibility to 1¼ mile, increase LNAV Cats A, B, and C visibility to 1 mile, and increase LNAV Cat D visibility to 1¼ mile. For inoperative MALSR when using Moultrie altimeter setting, increase LPV all Cats visibility to 1½ mile and LNAV Cats A and B visibility to 1 mile. VDP NA when using Moultrie altimeter setting.



**MISSED APPROACH:**  
Climb to 2200 direct CUVGA and via 263° track to HIVNI and via 173° track to DEWYY and via 083° track to OTK VOR/DME hold.

ASOS <b>126.225</b>	VALDOSTA APP CON ★ <b>126.6 285.6</b>	VALDOSTA TOWER ★ <b>120.9 (CTAF) 0</b>	GND CON <b>121.7</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
LPV DA	560-¾	360 (400-¾)		
LNAV/VNAV DA	598-¾	398 (400-¾)		
LNAV MDA	560-¾	360 (400-¾)		560-1 360 (400-1)
CIRCLING	640-1 437 (500-1)	660-1 457 (500-1)	660-1½ 457 (500-1½)	780-2 577 (600-2)

VOR/DME OTK	APP CRS	Rwy Idg	8002
114.8	190°	TDZE	198
Chan 95		Apt Elev	203

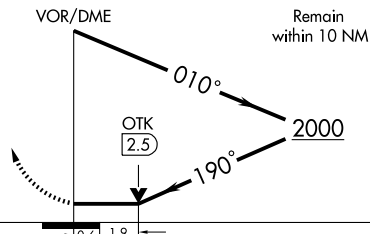
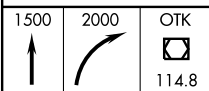
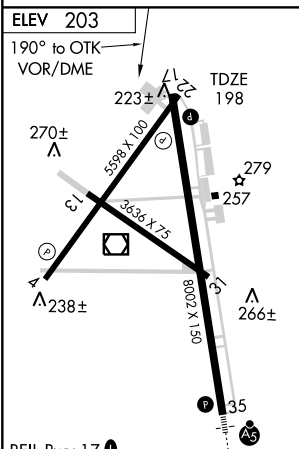
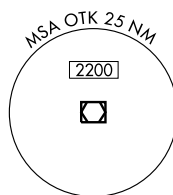
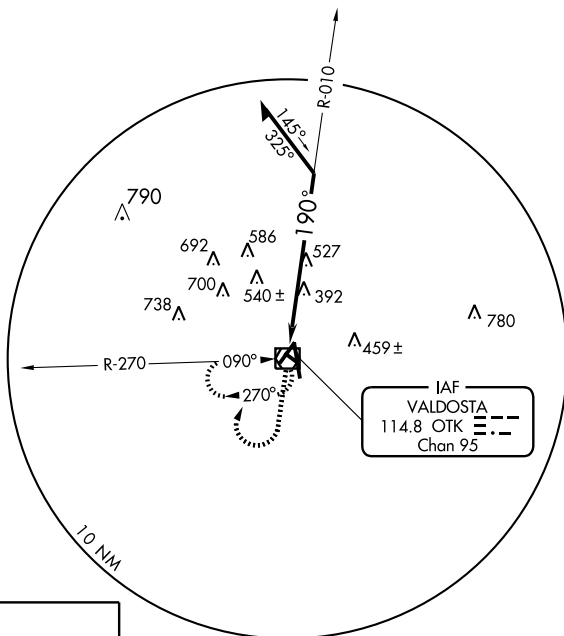
# VOR RWY 17

## VALDOSTA RGNL (VLD)

- ▼ Visibility reduction by helicopters NA.  
 ▼ VDP NA when using Moultrie altimeter setting.  
 ▲ If local altimeter setting not received, use Moultrie altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct OTK VOR/DME and hold, continue climb-in-hold to 2000.

ASOS	VALDOSTA APP CON *	VALDOSTA TOWER *	GND CON	UNICOM
126.225	126.6 285.6	120.9 (CTAF) 0	121.7	122.95



CATEGORY	A	B	C	D
S-17	840-1 642 (700-1)		840-1¾ 642 (700-1¾)	840-2 642 (700-2)
CIRCLING	840-1 637 (700-1)		840-1¾ 637 (700-1¾)	840-2 637 (700-2)

VALDOSTA, GEORGIA

Amdt 1 09127

30°47'N - 83°17'W

VALDOSTA RGNL (VLD)

VOR RWY 17

VOR/DME OTK <b>114.8</b> Chan <b>95</b>	APP CRS <b>338°</b>	Rwy Idg <b>8002</b> TDZE <b>200</b> Apt Elev <b>203</b>
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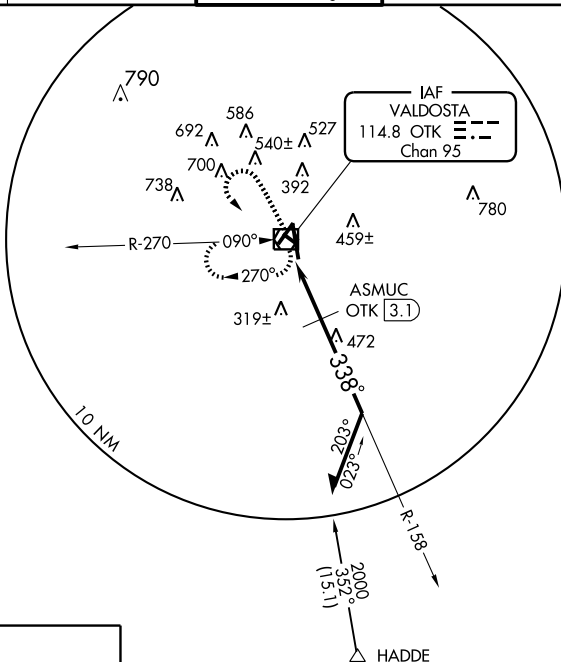
VOR RWY 35  
VALDOSTA RGNL (VLD)

For inoperative MALS/R, increase S-35 Cats A/B visibility to 1 mile. ASMR fix minimums: increase S-35 Cats A/B/C visibility to 1 mile and Cat D to 1/4 mile. Visibility reduction by helicopters NA. VDP NA with Moultrie altimeter setting. If local altimeter setting not received, use Moultrie altimeter setting and increase all MDAs 100 feet and visibility Cats C and D 1/2 mile.



**MISSED APPROACH:** Climb to 1200 then climbing left turn to 2000 direct OTK VOR/DME and hold, continue climb-in-hold to 2000.

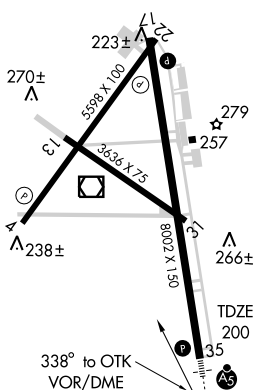
ASOS <b>126.225</b>	VALDOSTA APP CON ★ <b>126.6 285.6</b>	VALDOSTA TOWER ★ <b>120.9</b> (CTAF) <b>0</b>	GND CON <b>121.7</b>	UNICOM <b>122.95</b>
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MSA OTK 25 NM

2200

ELEV 203



1200  
↑

2000

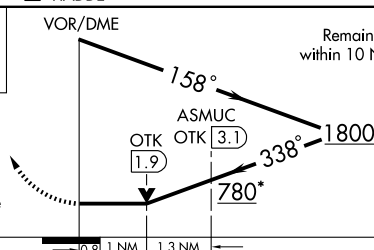
OTK

114.8

VOR/DME

Remain  
within 10 NM

\* 880 when using Moultrie altimeter setting.



CATEGORY	A	B	C	D
S-35	780- <sup>3</sup> / <sub>4</sub>	580 (600- <sup>3</sup> / <sub>4</sub> )	780-1 580 (600-1)	780-1 <sup>1</sup> / <sub>4</sub> 580 (600-1 <sup>1</sup> / <sub>4</sub> )
CIRCLING	780-1	577 (600-1)	780-1 <sup>1</sup> / <sub>2</sub> 577 (600-1 <sup>1</sup> / <sub>2</sub> )	780-2 577 (600-2)
ASMUC FIX MINIMUMS				
S-35	580- <sup>3</sup> / <sub>4</sub> 380 (400- <sup>3</sup> / <sub>4</sub> )			580-1 380 (400-1)
CIRCLING	640-1 437 (500-1)	660-1 457 (500-1)	660-1 <sup>1</sup> / <sub>2</sub> 457 (500-1 <sup>1</sup> / <sub>2</sub> )	780-2 577 (600-2)

VALDOSTA, GEORGIA

Amdt 1 09127

VAIDOSTA RGNI (VLD)

VOR RWY 35

30° 47' N - 83° 17' W

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4. 26 AUG 2010 to 23 SEP 2010

**VALDOSTA RGNL** (VLD) 3 S UTC-5(-4DT) N30°46.88' W83°16.57'

203 B S4 FUEL 100LL, JET A1 + ARFF Index—See Remarks NOTAM FILE VLD

RWY 17-35: H8002X150 (ASPH) S-60, D-98, 2S-124, 2D-180 HIRL

JACKSONVILLE

H-9B, L-21D, 22J

IAP, AD

RWY 17: REIL. PAPI(P4L)—GA 3.0° TCH 51'. Trees.

RWY 35: MALSR. PAPI(P4L)—GA 3.0° TCH 51'. Trees.

RWY 04-22: H5598X100 (ASPH-GRVD) S-24, D-95 MIRL

RWY 04: REIL. PAPI(P4L)—GA 3.25° TCH 46'. Trees.

RWY 22: REIL. PAPI(P4L)—GA 3.25° TCH 51'. Trees.

RWY 13-31: H3636X75 (ASPH) S-24, D-155 MIRL

RWY 13: Trees. RWY 31: Trees.

**AIRPORT REMARKS:** Attended 1000-0200Z±. Contact FBO 229-242-3175. Contract Jet A fuel avbl from FBO for military acft. Class I, ARFF Index A. Index B coverage avbl upon request. Rwy 13-31 CLOSED to air carrier ops with more than 30 passenger seats. CLOSED to unscheduled air carrier ops with more than 30 passenger seats except 24 hr PPR call arpt manager 912-333-1833. Rwy 13-31 northwest 860' not visible from the twr due to trees. When twr clsd ACTIVATE HIRL Rwy 17-35, PAPI Rwy 17 and 35, REIL Rwy 17 and MALSR Rwy 35—CTAF. MIRL Rwy 04-22 and 13-31, PAPI Rwy 04 and 22 and REIL Rwy 04 and 22 unavailable when twr clsd.

**WEATHER DATA SOURCES:** ASOS 126.225 (229) 245-8746.

**COMMUNICATIONS:** CTAF 120.9 UNICOM 122.95

RCO 122.1R 114.8T (MACON RADIO)

RCO 122.2 (MACON RADIO)

Ⓡ APP/DEP CON 119.525 (8,000' and abv) 126.6 (blo 8,000') (Opr Mon-Thu 1200-0700Z±, Fri 1200-0300Z±, Sat, Sun and hol 1400-2200Z±)

Ⓡ JAX CENTER APP/DEP CON 133.7 (Mon-Thu 0700-1200Z±, Fri 0300-1200Z±, Sat, Sun and hol 2200-1400Z±)

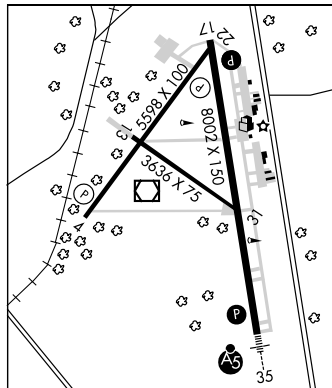
TOWER 120.9 (1200-0400Z±) GND CON 121.7

**AIRSPACE:** CLASS D svc 1200-0400Z± other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE VLD.

(H) VOR/DME 114.8 OTK Chan 95 N30°46.83' W83°16.78' at fld. 199/02W.

ILS 110.9 I-VLD Rwy 35. LOC unusable byd 25° left of course and 27° right of course.



**VIDALIA RGNL** (VDI) 3 SE UTC-5(-4DT) N32°11.56' W82°22.27'

275 B FUEL 100LL, JET A1 + TPA—See Remarks NOTAM FILE VDI

ATLANTA

H-9B, 12F, L-24H

IAP

RWY 06-24: H6003X100 (CONC) S-30, D-48, 2D-85 HIRL

RWY 06: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Trees.

RWY 24: MALSR. REIL. PAPI(P4L)—GA 3.0° TCH 40'.

RWY 13-31: H5000X150 (CONC) S-30, D-48, 2D-85

RWY 13: Trees. RWY 31: Trees.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 06: TORA-5000 TODA-5000 ASDA-5000 LDA-5000

**AIRPORT REMARKS:** Attended 1300-2300Z±. Self-serve 100LL avbl 24 hrs with credit card. Rwy 13-31 moderately broken and spalled concrete outer rwy edges. PPR for Jet A1+ after hrs, call 912-537-3979 or 912-538-0871. TPA—1275(1000) for light acft, 1775(1500) for heavy acft. HIRL Rwy 06-24 preset med ints dusk-0400Z±, after 0400Z±—CTAF. ACTIVATE MALSR Rwy 24, PAPI Rwy 06 and PAPI Rwy 24—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.925 (912) 538-0219.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ JAX CENTER APP/DEP CON 132.3

GCO 121.725 (FLIGHT SERVICES)

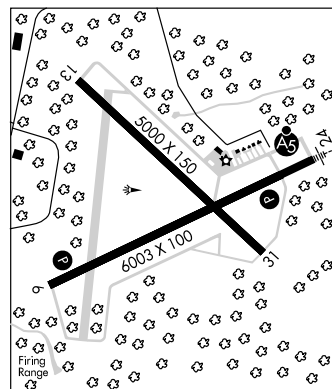
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCN.

DUBLIN (L) VORTAC 113.1 DBN Chan 78 N32°33.81'

W82°49.80' 138° 32.2 NM to fld. 300/05W. HIWAS.

ONUNY NDB (MHW) 372 UQN N32°13.40' W82°17.89' 248° 4.1 NM to fld.

ILS 110.3 I-VDI Rwy 24.



**VIENNA** N32°12.81' W83°29.84' NOTAM FILE MCN.

(L) VORTAC 116.5 VNA Chan 112 045° 15.5 NM to Cochran. 300/01E.

RCO 122.1R 116.5T (MACON RADIO)

ATLANTA

L-18J

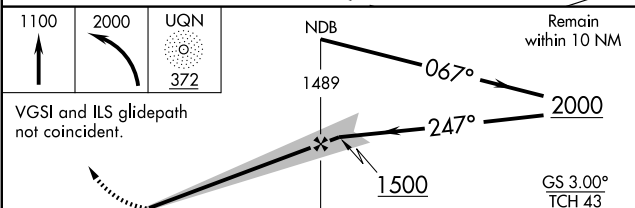
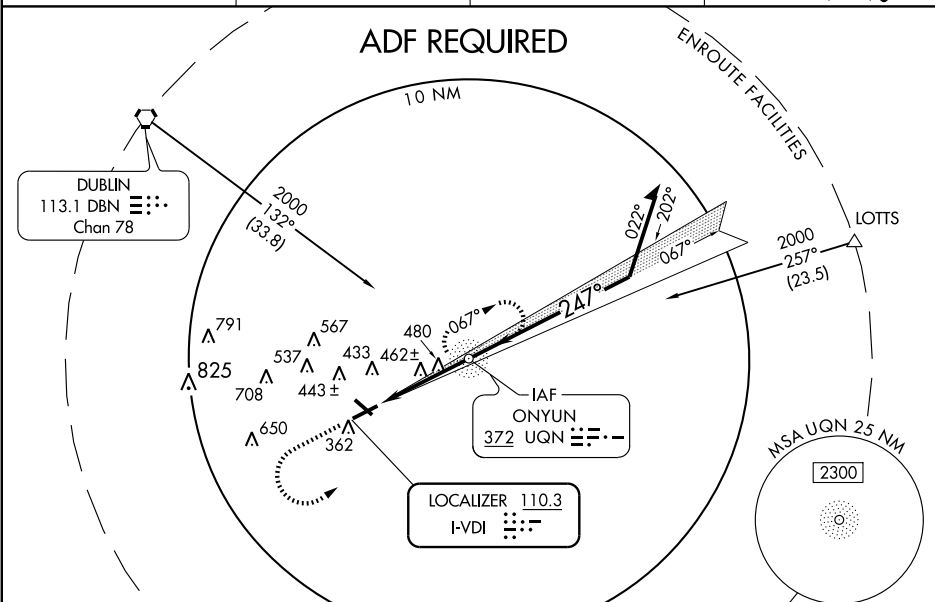
LOC I-VDI <b>110.3</b>	APP CRS <b>247°</b>	Rwy Idg TDZE Apt Elev	<b>6003</b> <b>274</b> <b>275</b>
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## ILS or LOC/NDB RWY 24

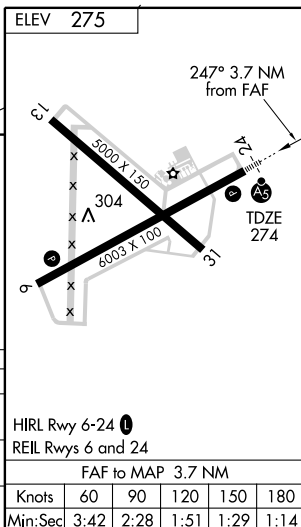
VIDALIA RGNL (VDI)

<p>When local altimeter setting not received, use Alma altimeter setting and increase all DAs 103 feet and all MDAs 120 feet, increase S-LOC 24 Cat C and D visibilities <math>\frac{1}{4}</math> mile. For inoperative MALSR, when using Alma altimeter setting increase S-ILS all Cats visibility <math>\frac{1}{2}</math> mile and circling Cat C <math>\frac{1}{4}</math> mile and Cat D <math>\frac{1}{2}</math> mile.</p>		<p>MALSR</p>	<p>MISSED APPROACH: Climb to 1100 then climbing left turn to 2000 direct UQN NDB and hold.</p>
AWOS-3 <b>119.925</b>	JACKSONVILLE CENTER <b>132.3 290.4</b>	GCO <b>121.725</b>	UNICOM <b>122.8 (CTAF) 0</b>

## ADF REQUIRED



CATEGORY	A	B	C	D
S-ILS 24	474- $\frac{1}{2}$ 200 (200- $\frac{1}{2}$ )			
S-LOC 24	740- $\frac{1}{2}$ 466 (500- $\frac{1}{2}$ )	740- $\frac{3}{4}$ 466 (500- $\frac{3}{4}$ )	740-1 466 (500-1)	740-1 466 (500-1)
CIRCLING	780-1 505 (600-1)	780-1 $\frac{1}{2}$ 505 (600-1 $\frac{1}{2}$ )	920-2 645 (700-2)	920-2 645 (700-2)



# RNAV (GPS) RWY 24


VIDALIA RGNL (VDI)

WAAS CH <b>69609</b> <b>W24A</b>	APP CRS <b>247°</b>	Rwy Idg TDZE Apt Elev	<b>6003</b> <b>274</b> <b>275</b>
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**T A**

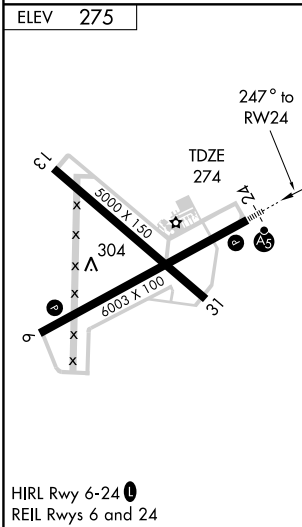
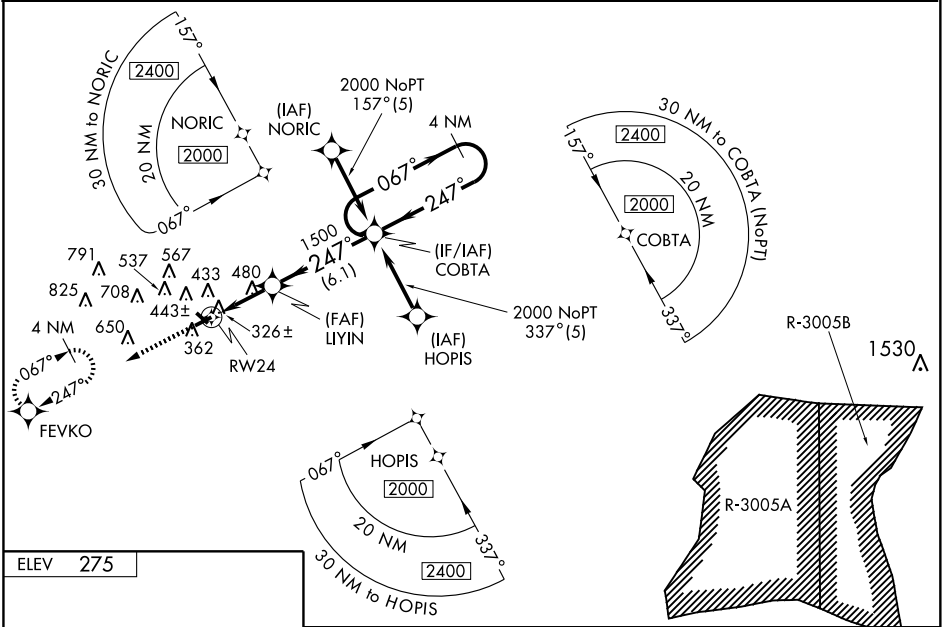
When local altimeter setting not received, use Alma altimeter setting and increase all DA 103 feet, all MDA 120 feet, LPV and LNAV/VNAV all Cats visibility ½ mile, LNAV Cat. C visibility ¼ mile and Cat. D ½ mile, Circling Cats C and D visibility ¼ mile. For inoperative MALS, increase LPV all Cats visibility to 1 mile, when using Alma altimeter setting, increase LPV all Cats visibility to 1½ mile. Baro-VNAV NA when using Alma altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. VDP NA when using Alma altimeter setting.

**MALS**



**MISSED APPROACH:**  
Climb to 2000 direct FEVKO and hold.

AWOS-3 <b>119.925</b>	JACKSONVILLE CENTER <b>132.3 290.4</b>	GCO <b>121.725</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV 275	2000	FEVKO	COBTA	4 NM Holding Pattern
*LNAV Only.	*1.5 NM to RW24	LIYIN	067° → 2000	GS 3.00° TCH 43
	1.5	2.2 NM	6.1 NM	
CATEGORY	A	B	C	D
LPV DA	564-½	290 (300-½)		
LNAV/VNAV DA	772-1¼	498 (500-1¼)		
LNAV MDA	780-½	506 (600-½)	780-1	506 (600-1)
CIRCLING	780-1	505 (600-1)	780-1½ 505 (600-1½)	840-2 565 (600-2)



## AIRPORT DIAGRAM

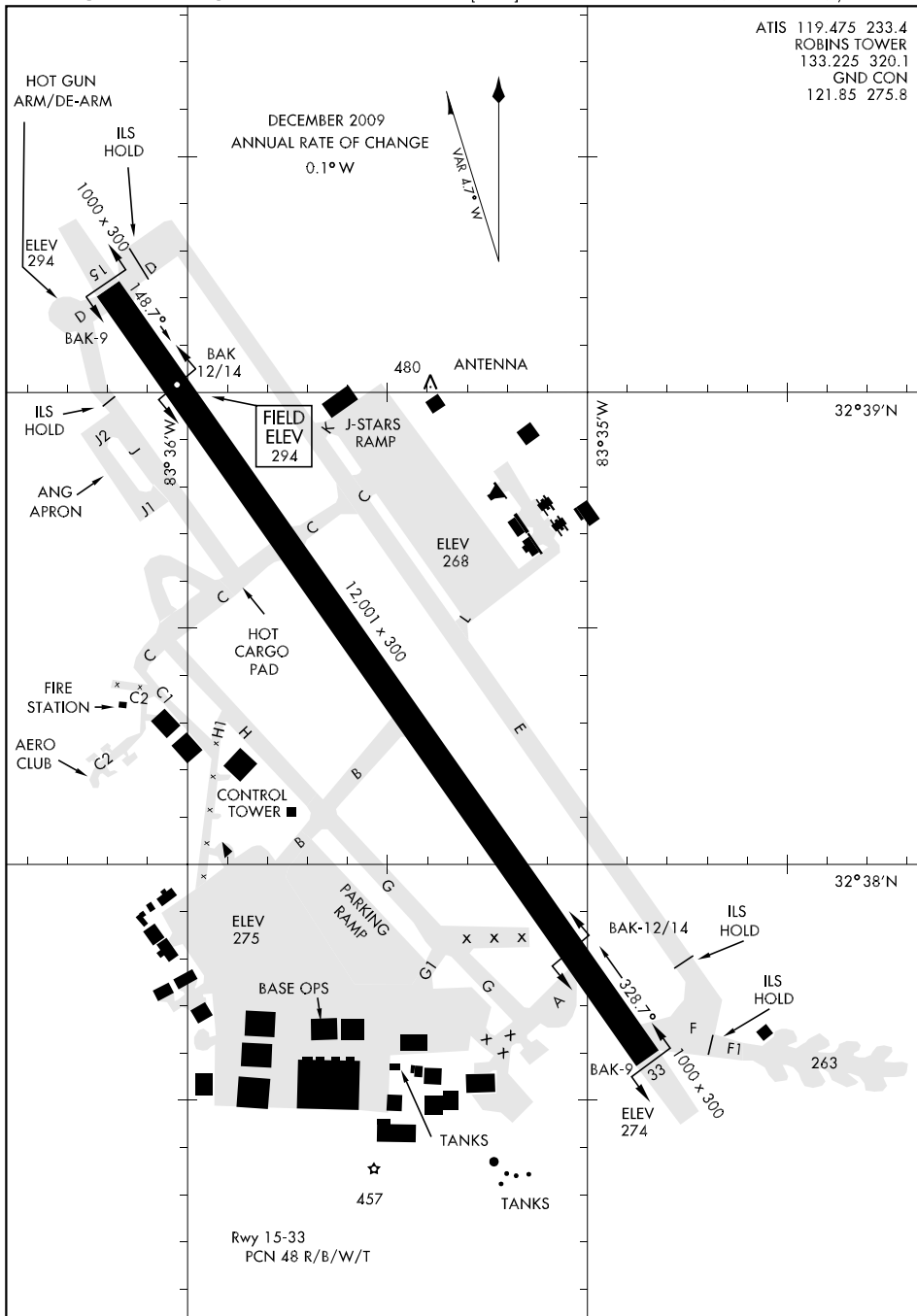
AFD-442 [USAF]

WARNER ROBINS, GEORGIA

ATIS 119.475 233.4  
 ROBINS TOWER  
 133.225 320.1  
 GND CON  
 121.85 275.8

DECEMBER 2009  
 ANNUAL RATE OF CHANGE  
 0.1°W

SE-4, 26 AUG 2010 to 23 SEP 2010



SE-4, 26 AUG 2010 to 23 SEP 2010

## AIRPORT DIAGRAM

WARNER ROBINS, GEORGIA

ROBINS AFB (KWRB)

## REIDSVILLE

**SWINTON SMITH FLD AT REIDSVILLE MUNI** (RVJ) 3 SW UTC-5(-4DT) N32°03.54' W82°09.10' ATLANTA

195 B FUEL 100LL NOTAM FILE MCN

RWY 11-29: H3802X75 (ASPH) S-30 MIRL 0.6% up SE

RWY 11: PAPI(P2L)—GA 3.0° TCH 28'.

RWY 29: PAPI(P2L)—GA 3.0° TCH 33'. Trees.

**AIRPORT REMARKS:** Unattended. Arpt bcn OTS indef. ACTIVATE PAPI

Rwys 11 and 29—CTAF. MIRL Rwy 11-29 preset low ints dusk-0230Z±; to increase ints and ACTIVATE after 0230Z±—CTAF.

**COMMUNICATIONS:** CTAF 122.9

Ⓡ JAX CENTER APP/DEP CON 132.3

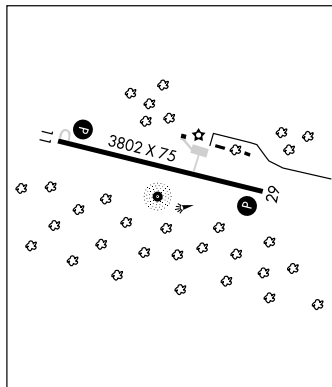
**RADIO AIDS TO NAVIGATION:** NOTAM FILE AMG.

ALMA (H) VORTAC 115.1 AMG Chan 98 N31°32.19'

W82°30.49' 030 36.2 NM to fld. 200/00E. HIWAS.

PRISON NDB (MHW) 424 RVJ N32°03.46' W82°09.14' at fld.

NOTAM FILE MCN.



**RICHARD B. RUSSELL** (See ROME)

**ROBINS AFB** (WRB)(KWRB) AF (ANG AFRC) 10 SE UTC-5(-4DT) N32°38.41' W83°35.51' ATLANTA

294 B Class I, ARFF Index A NOTAM FILE WRB Not insp.

H-9B, 12F, L-18J

RWY 15-33: H12001X300 (PEM) PCN 48 R/B/W/T HIRL

DIAP, AD

RWY 15: ALSF1 PAPI(P4L). RWY 33: ALSF2. PAPI(P4L). Rgt tfc.

**ARRESTING GEAR/SYSTEM**

RWY 15 HOOK BAK-9(B) (48' OVRN) BAK-14 BAK12B(B) (1926')

BAK-14 BAK-12B(B) (1651') HOOK BAK-9(B) (37' OVRN) RWY 33

**MILITARY SERVICE:** A-GEAR BAK-12B—extension. BAK-9(B) Disconnected on apch end. LGT All rwy thld gated.

JASU 2(A/M-60) 9(A/M323A-86).

FUEL J8 FLUID SP PRESAIR LHOX LOX LHNIT OIL O-148-156 SOAP Avbl weekdays 1200-1900Z±. TRAN

ALERT Opr weekdays 1100-0200Z±, weekends 1300-2100Z± and clsd hol. Fleet svc not avbl. Tran acft not allowed when tran alert not avbl.

**MILITARY REMARKS:** See FLIP AP/1 Supplementary Arpt Remarks. RSTD PPR all acft, ctc Base OPS DSN 468-2114, C478-926-2114, fax extension 7480. PPR will be good for +/- 1 hr. Coordination of PPR outside of block time by phone rqr or will be considered cancelled. Base OPS opr 24 hr. **CAUTION** On apch Rwy 15, do not mistake Middle Georgia Rgnl Arpt 3.3 NM NW for Robbins AFB. All arrival/dep helicopter using helipad exercise caution, uncontrolled vehicle opr on twy N of helipad. 3 lgt Tw tvr 6.5 NM NE 1212'. Bird Watch Condition Phase II from Sep thru Feb from SR-30 to SR+60 and SS-30 to SS+60, dates are subject to change with the migratory season. See NOTAMS for updates. **NS ABTMT** Strict adherence to procedure, acft rstd to full stop only between 0400-1100Z±. **CSTMS/AG/IMG** CSTMS, AG on call with 2 hr prior notice rqr. US military personnel and dependents only. **MISC** Dep acft do not turn on transponder until entering rwy. Acft with VIP ctc PTD 30 minutes prior with firm block time. Standard USAF RSRs applied. **ANG** Opr Mon-Fri 0900-0400Z±, exc hol, DSN 241-2313, C478-2313.

**COMMUNICATIONS:** SFA ATIS 119.475 233.4 PTD 134.1 372.2

Ⓡ ATLANTA APP/DEP CON 124.2 279.6 (blo 7000') 119.6 388.2 (7000' and abv) (1200-0500Z±), other times ctc

Ⓡ ATLANTA CENTER APP/DEP CON 134.5 360.75

TOWER 133.225 320.1 GND CON 121.85 275.8 PMSV METRO 349.85 (Remote wx briefing svc avbl 26 OWS Barksdale AFB DSN 781-4775/0217/3949, C318-456-4775/0217/3949, or toll free 866-223-9328. Full svc 24 hr.)

116 ANG OPS (PEACH OPS) 293.525 ARNG OPS 36.10 327.2 MAINT CONTROL CENTER (EAGLE CONTROL) 225.925 (Robins ALC—Maintenance acft only, not for relay of svc passenger cargo pickup req.)

AFMC COMD POST (BLACK KNIGHT CONTROL) 311.0 AFRC COMD POST (GUNRUNNER) 372.175

**AIRSPACE:** TRSA svc ctc ATLANTA APP CON 20 NM out.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCN.

MACON (H) VORTAC 114.2 MCN Chan 89 N32°41.47' W83°38.83' 136° 4.2 NM to fld. 381/1E.

ILS 111.7 I-RJM Rwy 15.

ILS 110.1 I-WRB Rwy 33.

**ROME** N34°09.75' W85°07.17' NOTAM FILE RMG.

ATLANTA

(H) VORTACW 115.4 RMG Chan 101 188° 8.7 NM to Corneliu-Moore. 1150/01E. HIWAS.

H-9A, 12F, L-18J

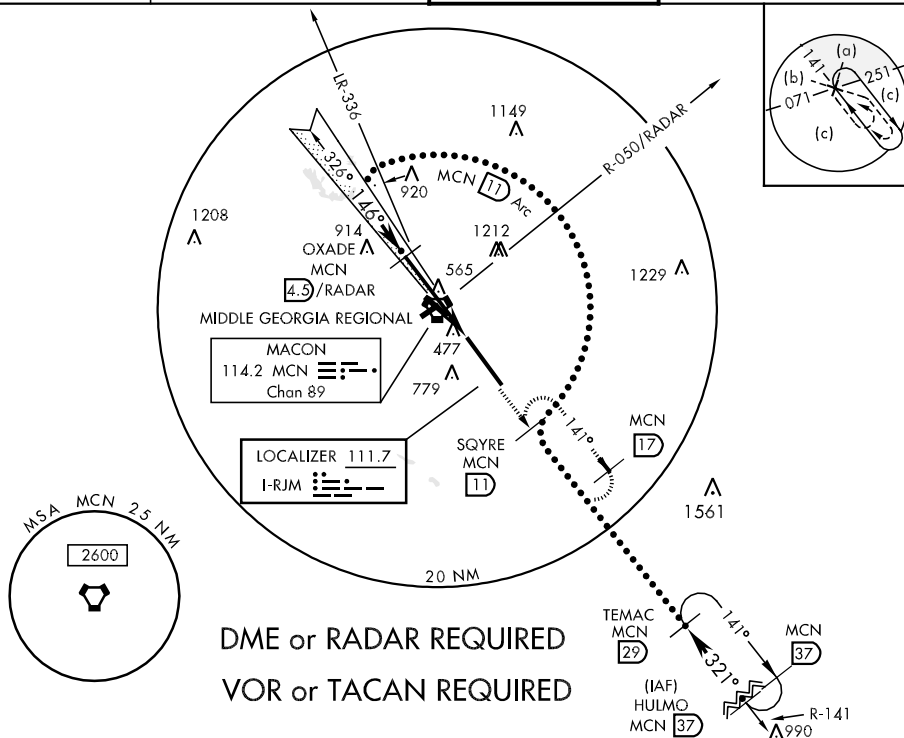
RCO 122.3 (MACON RADIO)

ROBINS AFB (KWRB)

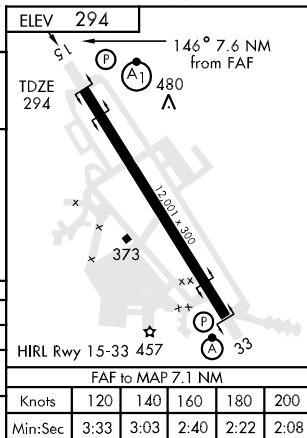
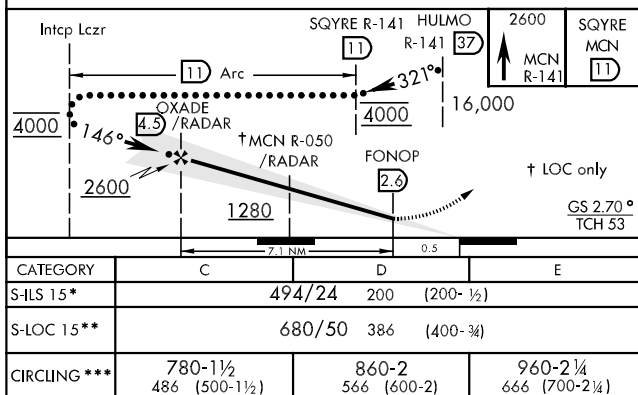
MISSED APPROACH: To 2600 out  
MCN R-141 to SQYRE and hold.

\*\*\*Circling not authorized W of Rwy 15-33.

GND CON  
121.85 275.8



EMERG SAFE ALT 100 NM 3700



Amdt 4 10070

HI-ILS or LOC RWY 15

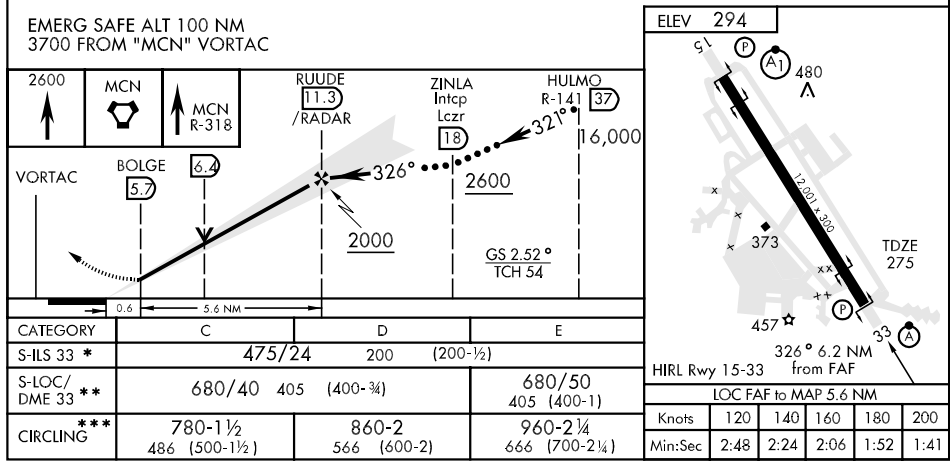
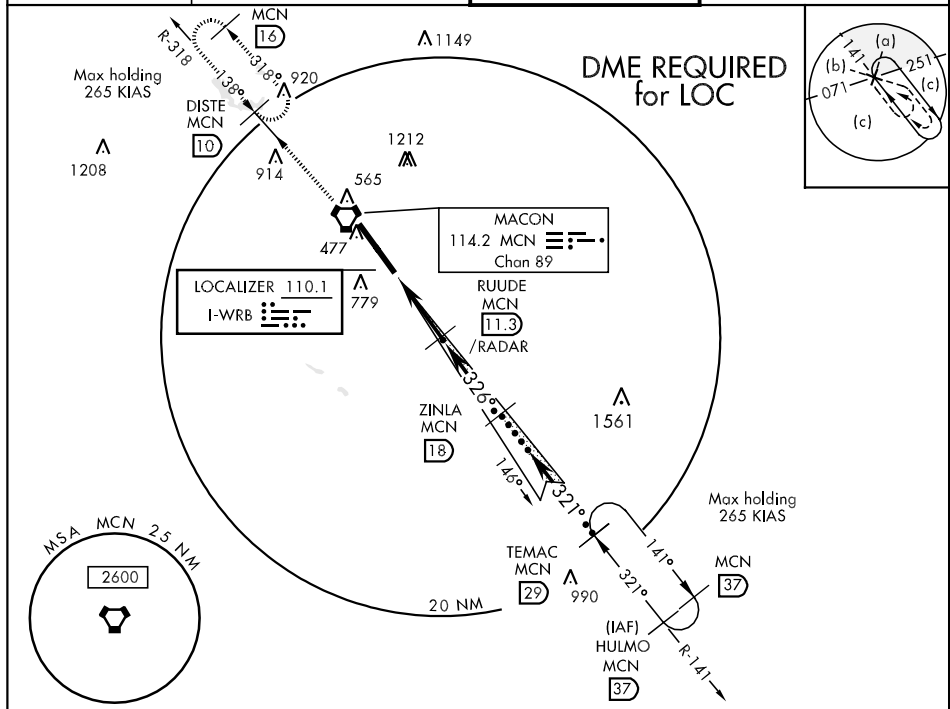
SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4. 26 AUG 2010 to 23 SEP 2010

LOC I-WRB <b>110.1</b>	APCH CRS <b>326°</b>	Rwy ldg TDZE <b>12,001 275</b> Arpt Elev <b>294</b>	JAL-442 [USAF]	ROBINS AFB (KWRB)
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<p>* When ALS inop, increase RVR to 40 and vis to ¾ mile.</p> <p>** When ALS inop, increase CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.</p> <p>*** Circling not authorized W of Rwy 15-33.</p>	<p>ALSF-2</p>	<p>MISSED APPROACH: To 2600 to MCN VORTAC then out MCN R-318 to DISTE and hold.</p>
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<p>ATIS <b>119.475 233.4</b></p>	<p>ATLANTA APP CON <b>124.2 279.6</b></p>	<p>ROBINS TOWER <b>133.225 320.1</b></p>	<p>GND CON <b>121.85 275.8</b></p>
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VORTAC MCN <b>114.2</b> Chan <b>89</b>	APCH CRS <b>134°</b>	Rwy ldg <b>12,001</b> TDZE <b>294</b> Arpt Elev <b>294</b>
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JAL-442 [USAF]

ROBINS AFB (KWRB)

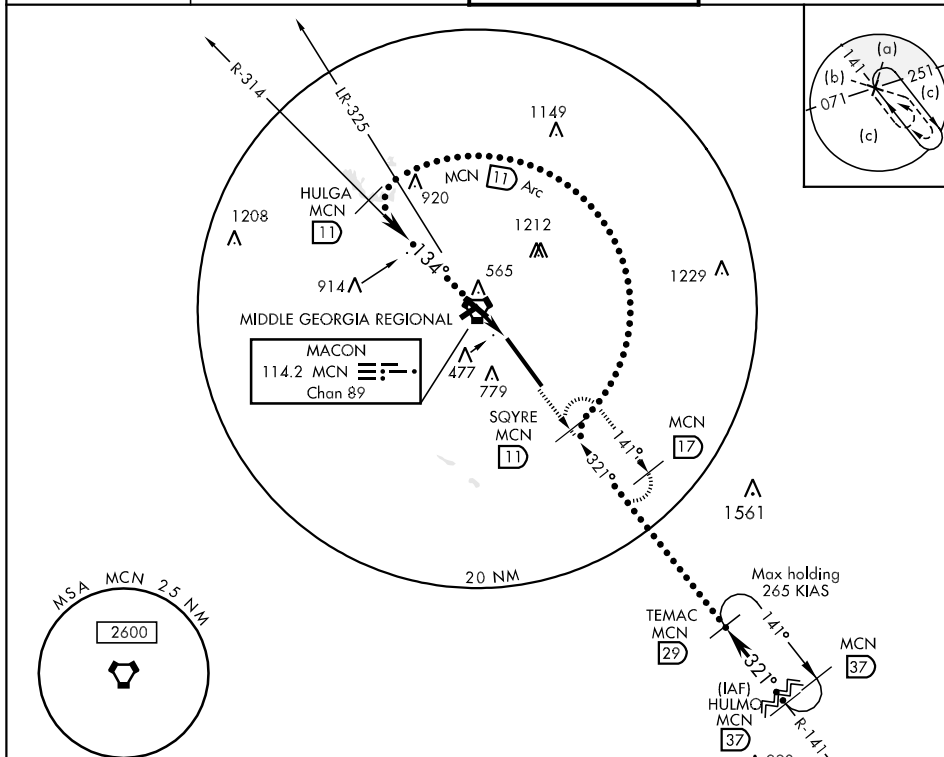
- \* When ALS inop, increase CAT C vis to 1½ miles, CAT D vis to 1¾ miles, and CAT E vis to 2 miles.  
\*\* Circling not authorized W of Rwy 15-33.

ALSF-1

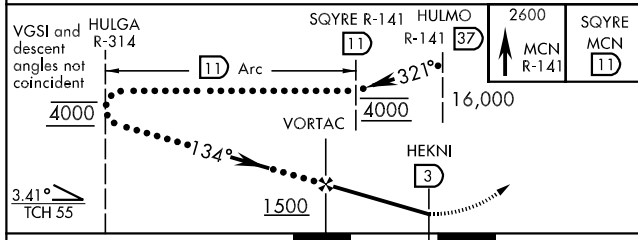


MISSED APPROACH: To 2600 out MCN R-141 to SQYRE and hold.

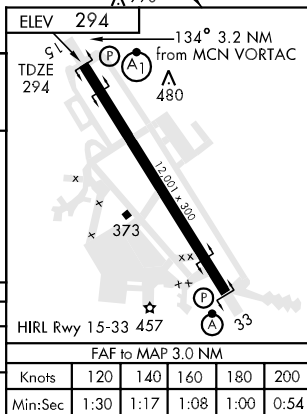
ATIS <b>119.475 233.4</b>	ATLANTA APP CON <b>124.2 279.6</b>	ROBINS TOWER <b>133.225 320.1</b>	GND CON <b>121.85 275.8</b>
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EMERG SAFE ALT 100 NM 3700



CATEGORY	C	D	E
S-15 *	840/50 546 (600-1)	840/60 546 (600-1¼)	840-1½ 546 (600-1½)
CIRCLING **	840-1½ 546 (600-1½)	860-2 566 (600-2)	960-2¼ 666 (700-2¼)

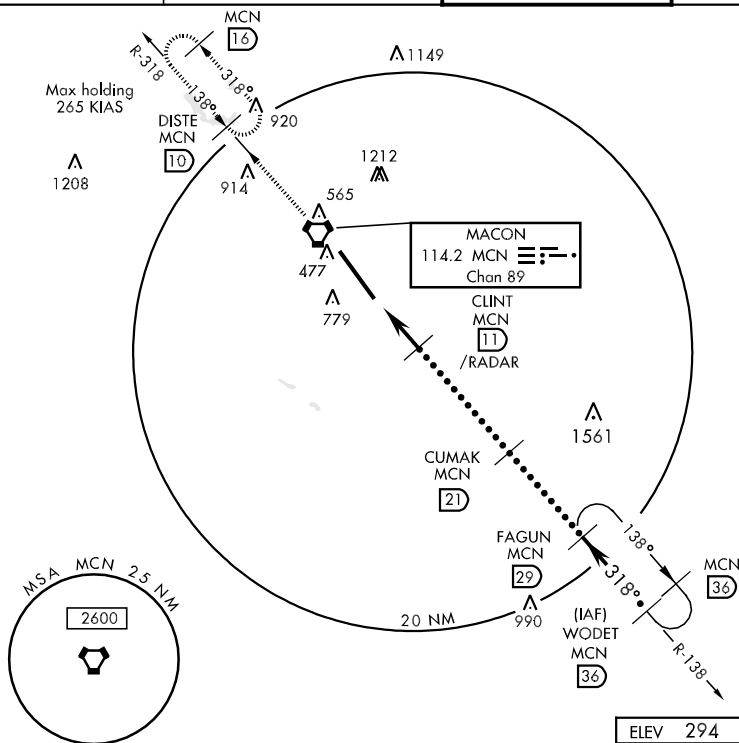


HI-VOR/DME or TACAN RWY 33

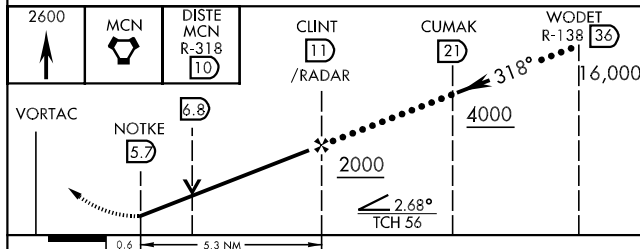
ROBINS AFB (KWRB)

**MISSED APPROACH:** To 2600 to MCN VORTAC then out MCN R-318 to DISTE and hold.

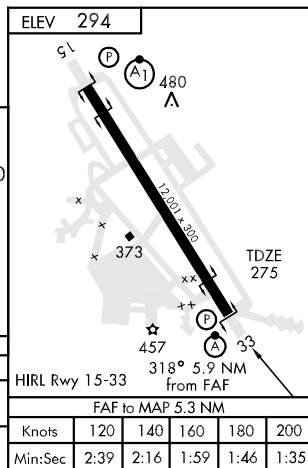
GND CON  
121.85 275.8



EMERG SAFE ALT 100 NM  
3700 FROM "MCN" VORTAC



CATEGORY	C	D	E
S-33 *	780/50 505 (500-1)		780/60 505 (500-1¼)
CIRCLING**	780-1½ 486 (500-1½)	860-2 566 (600-2)	960-2¼ 666 (700-2¼)



ROBINS AFB (KWRB)

HI-VOR/DME or TACAN RWY 33

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4. 26 AUG 2010 to 23 SEP 2010

LOC I-RJM <b>111.7</b>	APCH CRS <b>146°</b>	Rwy Idg <b>12,001</b> TDZE <b>294</b> Arpt Elev <b>294</b>
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AL-442 [USAF]

ROBINS AFB (KWRB)

\*When ALS inop, increase RVR to 40 and vis to ¾ mile.

\*\*When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1½ miles.

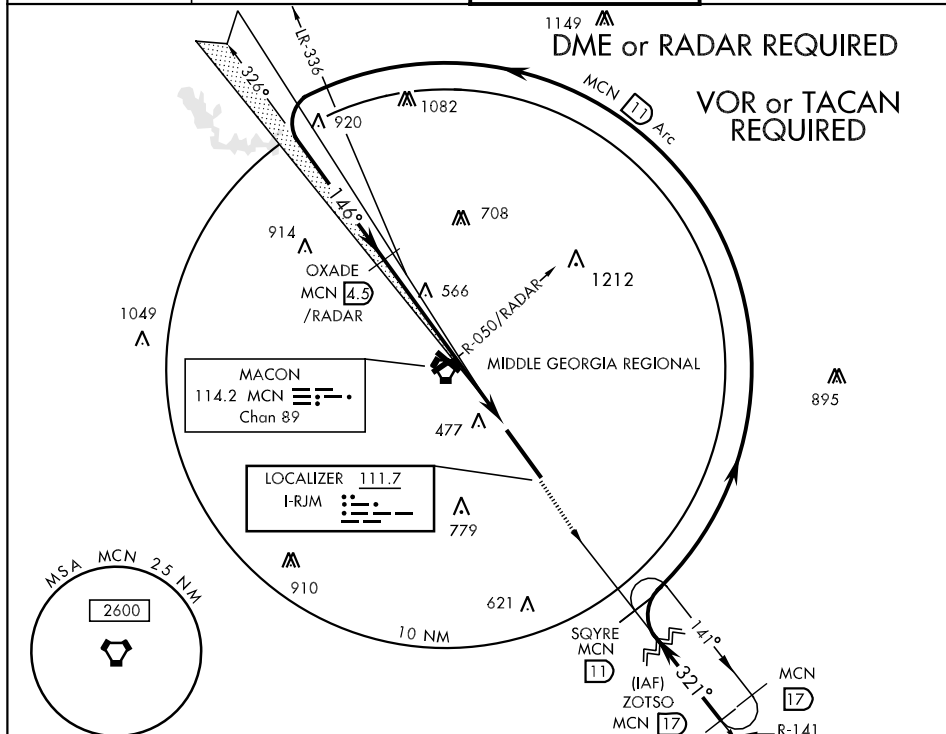
\*\*\*Circling not authorized W of Rwy 15-33.

ALS-F-1

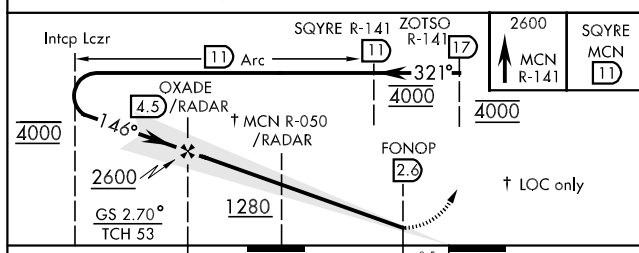


MISSED APPROACH: To 2600 out MCN R-141 to SQYRE and hold.

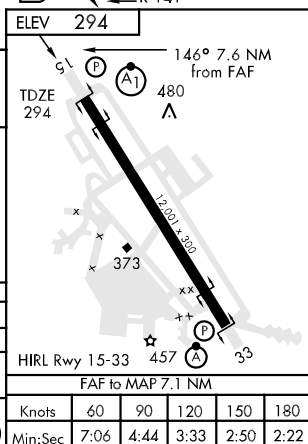
ATIS <b>119.475 233.4</b>	ATLANTA APP CON <b>124.2 279.6</b>	ROBINS TOWER <b>133.225 320.1</b>	GND CON <b>121.85 275.8</b>
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EMERG SAFE ALT 100 NM 3700



CATEGORY	A	B	C	D	E
S-ILS 15*	494/24	200	(200-½)		
S-LOC/ DME 15	680/24 386 (400-½)	680/40 386 (400-¾)			
CIRCLING ***	780-1 486 (500-1)	780-1½ 486 (500-1½)	860-2 566 (600-2)	960-2¼ 666 (700-2¼)	



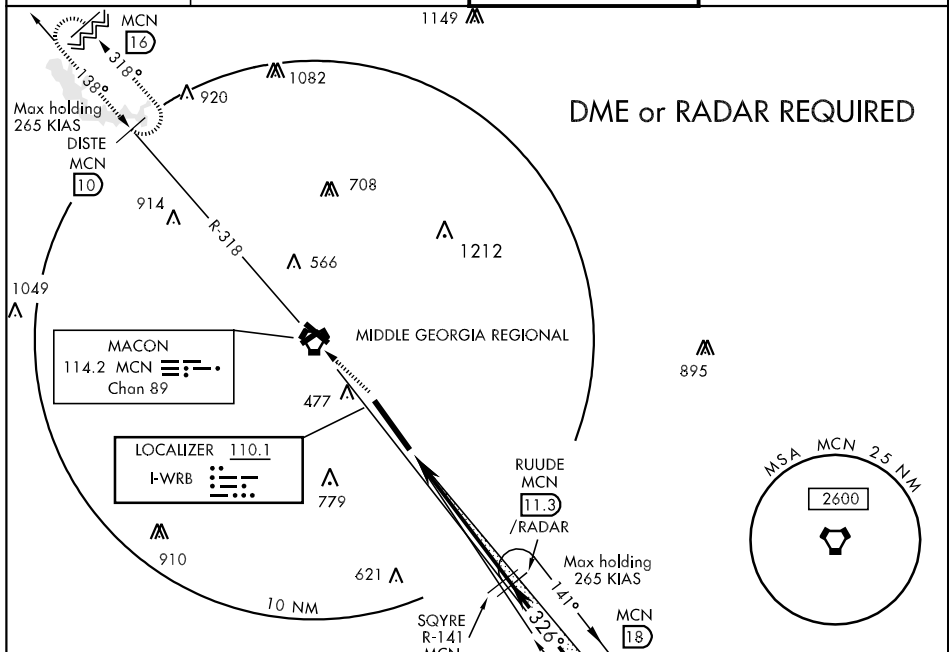
LOC I-WRB <b>110.1</b>	APCH CRS <b>326°</b>	Rwy Idg <b>12,001</b> TDZE <b>275</b> Arprt Elev <b>294</b>	AL-442 [USAF]	ROBINS AFB (KWRB)
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\* When ALS inop, increase RVR to 40 and vis to  $\frac{3}{4}$  mile.  
 \*\* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile.  
 CAT CD RVR to 60 and vis to  $1\frac{1}{4}$  miles, CAT E vis to  $1\frac{1}{2}$  miles.  
 \*\*\* Circling not authorized W of Rwy 15-33.

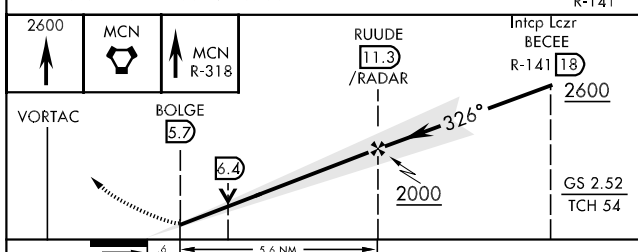


MISSED APPROACH: To 2600  
to MCN VORTAC then out MCN  
R-318 to DISTE and hold.

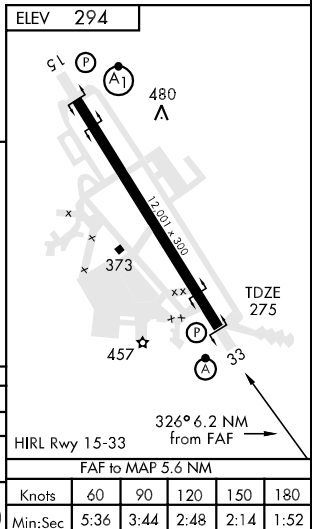
ATIS <b>119.475 233.4</b>	ATLANTA APP CON <b>124.2 279.6</b>	ROBINS TOWER <b>133.225 320.1</b>	GND CON <b>121.85 275.8</b>
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EMERG SAFE ALT 100 NM 3700



CATEGORY	A	B	C	D	E
S-ILS 33 *	475/24		200	(200- $\frac{1}{2}$ )	
S-LOC/ ** DME 33	680/24	405 (400- $\frac{1}{2}$ )	680/40	405 (400- $\frac{3}{4}$ )	680/50 405 (400-1)
CIRCLING ***	780-1	486 (500-1)	780-1 $\frac{1}{2}$ 486 (500-1 $\frac{1}{2}$ )	860-2 566 (600-2)	960-2 $\frac{1}{4}$ 666 (700-2 $\frac{1}{4}$ )





APCH CRS **146°**  
 Rwy ldg **12,001**  
 TDZE **294**  
 Arpt Elev **294**

AL-442 [USAF]

ROBINS AFB (KWRB)

\* When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1½ miles,  
 CAT D vis to 1¾ miles.

\*\* Circling not authorized W of Rwy 15-33.

ALSF-1



MISSED APPROACH: Climb to 2600 direct  
 LETIC WPT and hold.

ATIS

**119.475 233.4**

ATLANTA APP CON

**124.2 279.6**

ROBINS TOWER

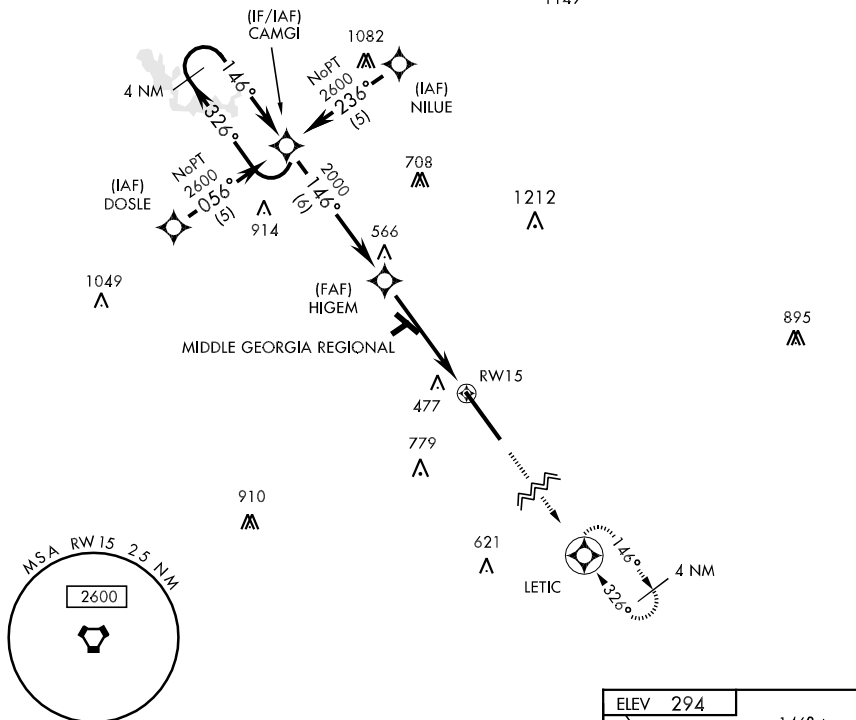
**133.225 320.1**

GND CON

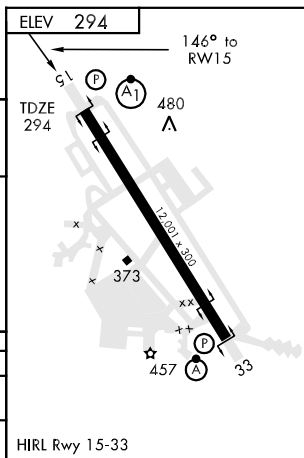
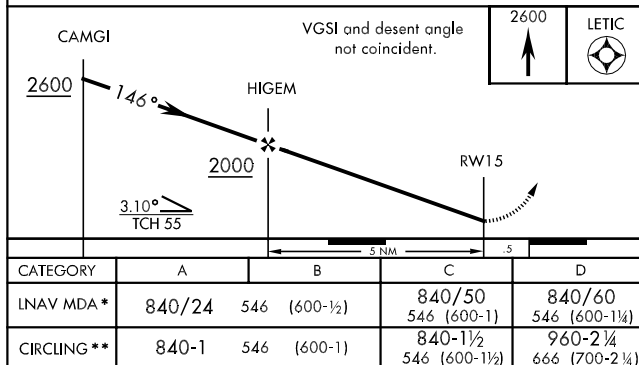
**121.85 275.8**

DME/DME RNP-0.3 NA.

1149



EMERG SAFE ALT 100 NM 3700 FROM RW15



APCH CRS **326°** Rwy ldg **12,001**  
 TDZE **275**  
 Arpt Elev **294**

AL-442 [USAF]

ROBINS AFB (KWRB)

\* When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1½ miles.

\*\* Circling not authorized W of Rwy 15-33.

ALSF-2



MISSED APPROACH: Turn right climb to 2600 direct LETIC WPT and hold.

ATIS

**119.475 233.4**

ATLANTA APP CON

**124.2 279.6**

ROBINS TOWER

**133.225 320.1**

GND CON

**121.85 275.8**

DME/DME RNP-0.3 NA.

1212

914

566

895

MIDDLE GEORGIA REGIONAL

477

RW33

621

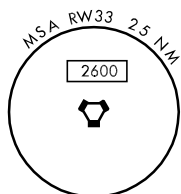
779

(FAF)  
JALGANoPT  
2600  
236°  
(5)(IAF)  
ZAPIDNoPT  
2600  
056°  
(5)(IAF)  
NEXIE(IF/IAF)  
LETIC

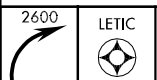
146°

326°

4 NM



EMERG SAFE ALT 100 NM 3700 FROM RW33



VGSI and descent  
angle not coincident

JALGA

326°

2000

3.15°

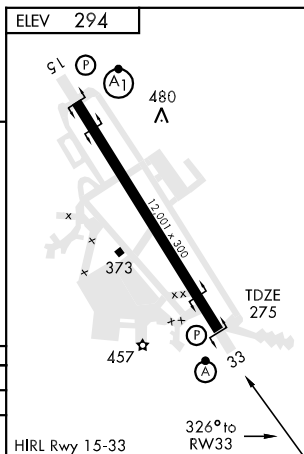
TCH 55


2600

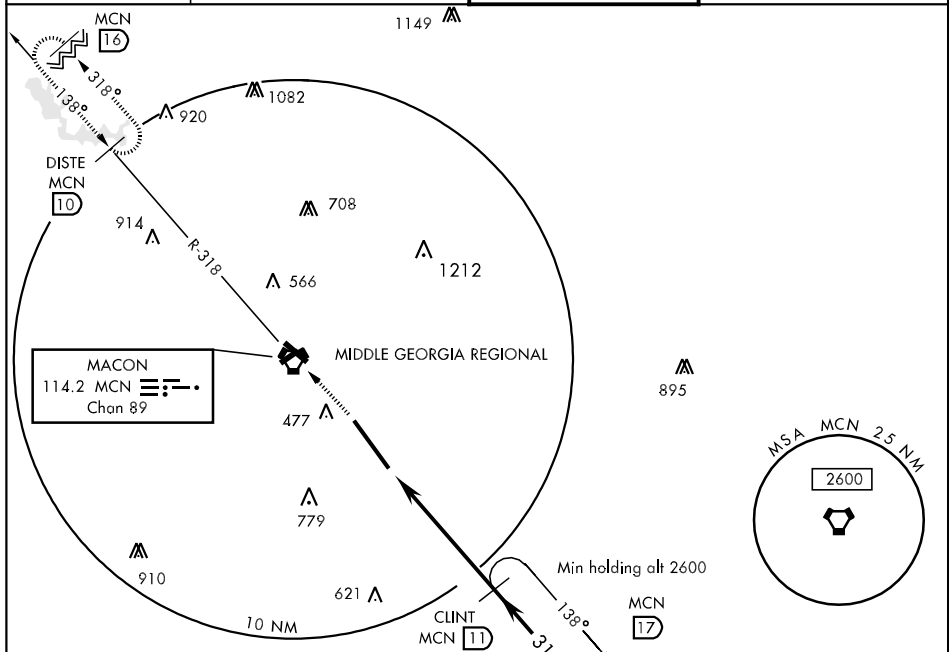
RW33

5 NM

CATEGORY	A	B	C	D
RNAV MDA *	780/24	505 (500-½)	780/50	505 (500-1)
CIRCLING **	780/50	505 (500-1)	780-1½ 486 (500-1½)	860-2 566 (600-2)



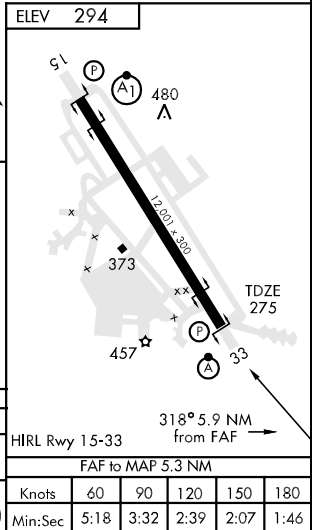
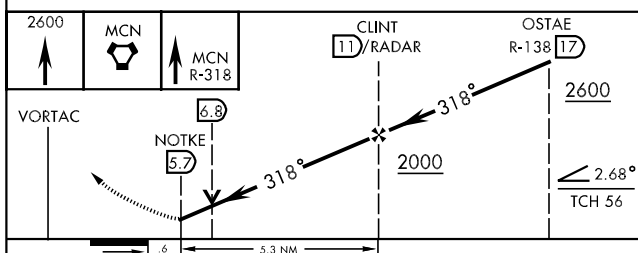
VORTAC MCN <b>114.2</b> Chan <b>89</b>		APCH CRS <b>318°</b>		Rwy Idg <b>12,001</b> TDZE <b>275</b> Arpt Elev <b>294</b>		AL-442 [USAF]		ROBINS AFB (KWRB)	
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD vis to 1½ miles, CAT E vis to 1¾ miles. ** Circling not authorized W of Rwy 15-33.						ALSF-2 		MISSED APPROACH: To 2600 to MCN VORTAC then out MCN R-318 to DISTE and hold.	
ATIS <b>119.475 233.4</b>		ATLANTA APP CON <b>124.2 279.6</b>		ROBINS TOWER <b>133.225 320.1</b>		GND CON <b>121.85 275.8</b>			



SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4. 26 AUG 2010 to 23 SEP 2010

EMERG SAFE ALT 100 NM 3700



CATEGORY	A	B	C	D	E
S-33 *	780/24 505 (500-½)		780/50 505 (500-1)		780/60 505 (500-1¼)
CIRCLING **	780-1 486 (500-1)		780-1½ 486 (500-1½)	860-2 566 (600-2)	960-2¼ 666 (700-2¼)

VORTAC MCN <b>114.2</b> Chan <b>89</b>	APCH CRS <b>318°</b>	Rwy Idg <b>12,001</b> TDZE <b>275</b> Arpt Elev <b>294</b>
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AL-442 [USAF]

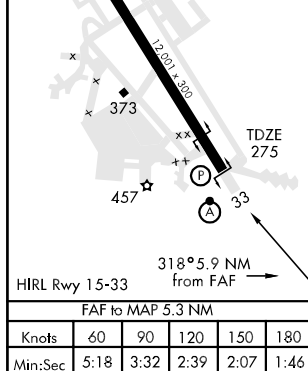
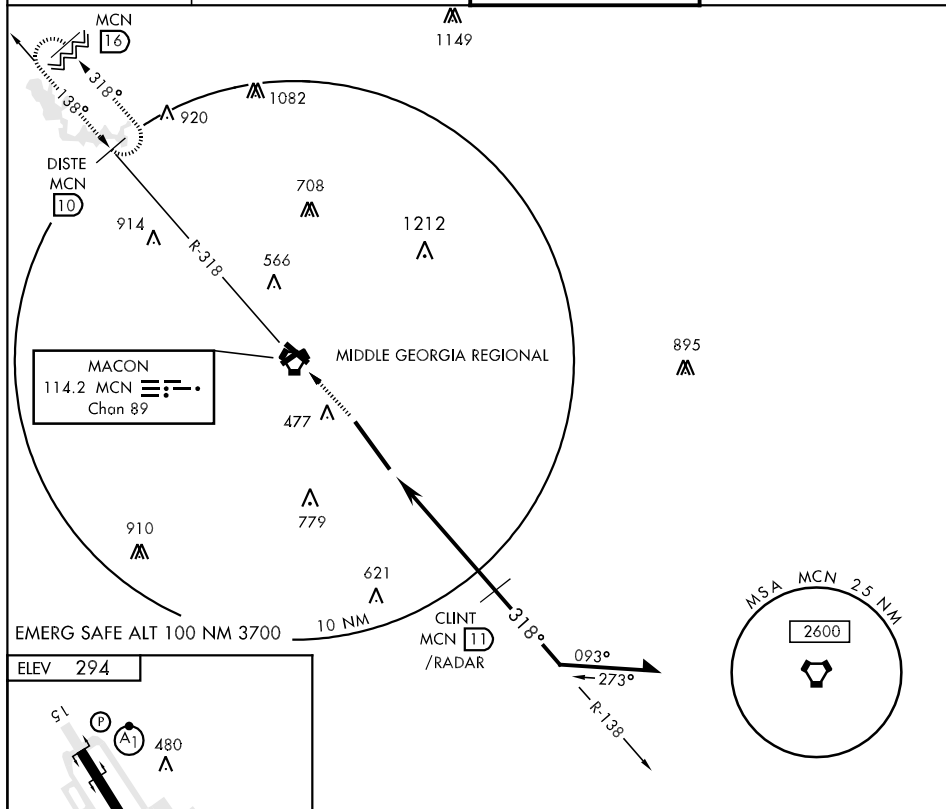
ROBINS AFB (KWRB)

- \* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD vis to 1½ miles, CAT E vis to 1¼ miles.
- \*\* Circling not authorized W of Rwy 15-33.



MISSED APPROACH: To 2600 to MCN VORTAC then out MCN R-318 to DISTE and hold.

ATIS <b>119.475 233.4</b>	ATLANTA APP CON <b>124.2 279.6</b>	ROBINS TOWER <b>133.225 320.1</b>	GND CON <b>121.85 275.8</b>
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2600

MCN

MCN R-318

VORTAC

NOTKE

6.8

5.7

CLINT

11

RADAR

Remain within 15 NM

138°

318°

2600

2000

≤ 2.68°

TCH 56

6

5.3 NM

CATEGORY	A	B	C	D	E
S-33 *	780/24	505 (500-½)	780/50	505 (500-1)	780/60 505 (500-1¼)
CIRCLING **	780-1	486 (500-1)	780-1½ 486 (500-1½)	860-2 566 (600-2)	960-2¼ 666 (700-2¼)

VORTAC MCN <b>114.2</b> Chan <b>89</b>	APCH CRS <b>134°</b>	Rwy Idg <b>12,001</b> TDZE <b>294</b> Arpt Elev <b>294</b>
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AL-442 [USAF]

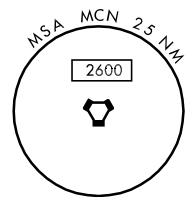
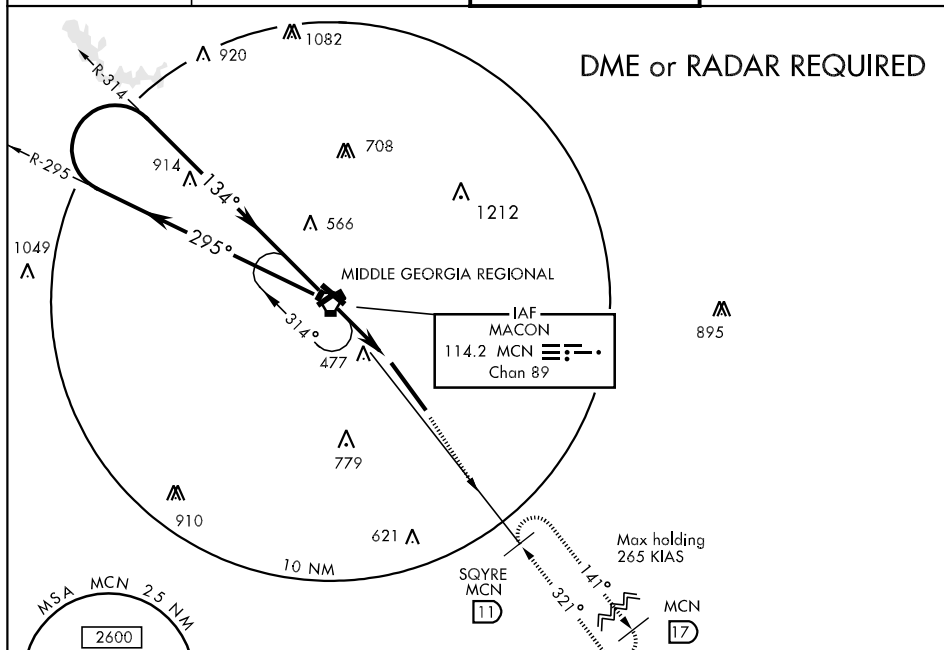
ROBINS AFB (KWRB)

\* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 1½ mile, CAT DE vis to 1¾ mile.  
 \*\* Circling not authorized W of Rwy 15-33.

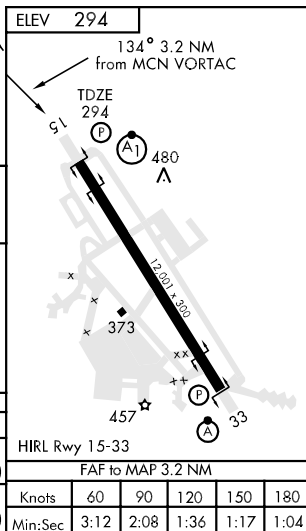
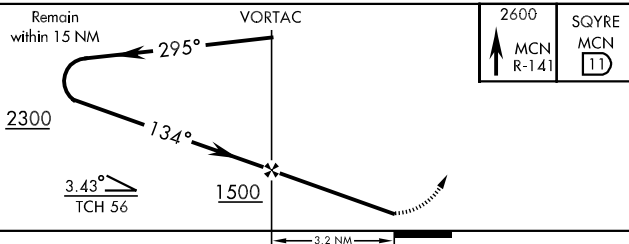


MISSED APPROACH: To 2600 out MCN R-141 to SQYRE and hold.

ATIS <b>119.475 233.4</b>	ATLANTA APP CON <b>124.2 279.6</b>	ROBINS TOWER <b>133.225 320.1</b>	GND CON <b>121.85 275.8</b>
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EMERG SAFE ALT 100 NM 3700



CATEGORY	A	B	C	D	E
S-15 *	840/24 546 (600-½)	840/50 546 (600-1)	840/60 546 (600-1¼)	840-1½ 546 (600-1½)	840-2 546 (600-2¼)
CIRCLING **	840-1 546 (600-1)	840-1½ 546 (600-1½)	860-2 566 (600-2)	960-2¼ 666 (700-2¼)	

FAF to MAP 3.2 NM					
Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04

## WARM SPRINGS

**ROOSEVELT MEM** (5A9) 3 N UTC-5(-4DT) N32°56.23' W84°41.77'

ATLANTA

880 B S4 **FUEL** 100LL NOTAM FILE MCN

L-181

**RWY 17-35:** H3000X75 (ASPH) S-28 MIRL

**RWY 17:** Trees. **RWY 35:** Trees.

**AIRPORT REMARKS:** Unattended. 100LL self-serve, 24 hrs. Rwy 17 trees 125' left of centerline extd. Rwy 35 trees 125' left of centerline extd. MIRL Rwy 17-35 ops low ints dusk-0300Z‡, after 0300Z‡ **ACTIVATE**—CTAF.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CSG.

**COLUMBUS (H) VORTAC** 117.1 CSG Chan 118 N32°36.92' W85°01.06' 039° 25.2 NM to fld. 630/01E.

**WARNER ROBINS AIR PARK** (5A2) 4SW UTC-5(-4DT) N32°33.64' W83°40.61'

ATLANTA

409 S2 NOTAM FILE MCN

**RWY 09-27:** 2833X130 (TURF) LIRL

**RWY 09:** Fence. **RWY 27:** Thld dsplcd 300'. Road.

**AIRPORT REMARKS:** Unattended. Rwy 09-27 outlined with tires. Rwy 27 dsplcd thld marked with lgts. **ACTIVATE** LIRL Rwy 09-27—CTAF.

**COMMUNICATIONS:** CTAF 122.9

**WASHINGTON-WILKES CO** (I1Y) 4 NW UTC-5(-4DT) N33°46.77' W82°48.95'

ATLANTA

646 B S2 **FUEL** 100LL, JET A NOTAM FILE I1Y

L-181

**RWY 13-31:** H4020X75 (ASPH) S-30 MIRL 0.3% up NW

IAP

**RWY 13:** PAPI(P2L)—GA 3.0° TCH 31'. Trees.

**RWY 31:** PAPI(P2L)—GA 3.0° TCH 32'. Trees.

**AIRPORT REMARKS:** Attended 1300-2200Z‡. Areas byd white rwy end stripes designated non-movement areas. **ACTIVATE** MIRL Rwy 13-31, PAPI Rwy 13 and Rwy 31—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.375 (706) 678-3647.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

Ⓡ ATLANTA APP/DEP CON 127.5 (1115-0500Z‡)

Ⓡ ATLANTA CENTER APP/DEP CON 127.5 (0500-1115Z‡)

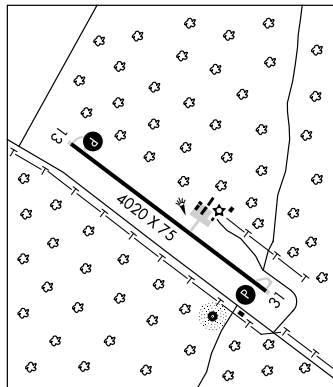
**RADIO AIDS TO NAVIGATION:** NOTAM FILE AHN.

**ATHENS (H) VORTAC** 109.6 AHN Chan 33 N33°56.86'

W83°19.49' 111° 27.3 NM to fld. 790/00E. **HIWAS.**

**NDB(MHW)** 435 I1Y N33°46.49' W82°48.79' at fld.

NOTAM FILE MCN. SHUTDOWN.



**WASSA** N32°00.54' W80°59.20' NOTAM FILE MCN.

ATLANTA

**NDB (LOM)** 335 SV 277° 8.2 NM to Hunter AAF. Opr Mon-Thu 1200-0400Z‡, Fri 1200-2300Z‡, except holidays.

L-24H



WAAS CH <b>45609</b> <b>W31A</b>	APP CRS <b>309°</b>	Rwy Idg TDZE Apt Elev	<b>4020</b> <b>640</b> <b>646</b>
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# RNAV (GPS) RWY 31

## WASHINGTON-WILKES COUNTY (IYY)



NA

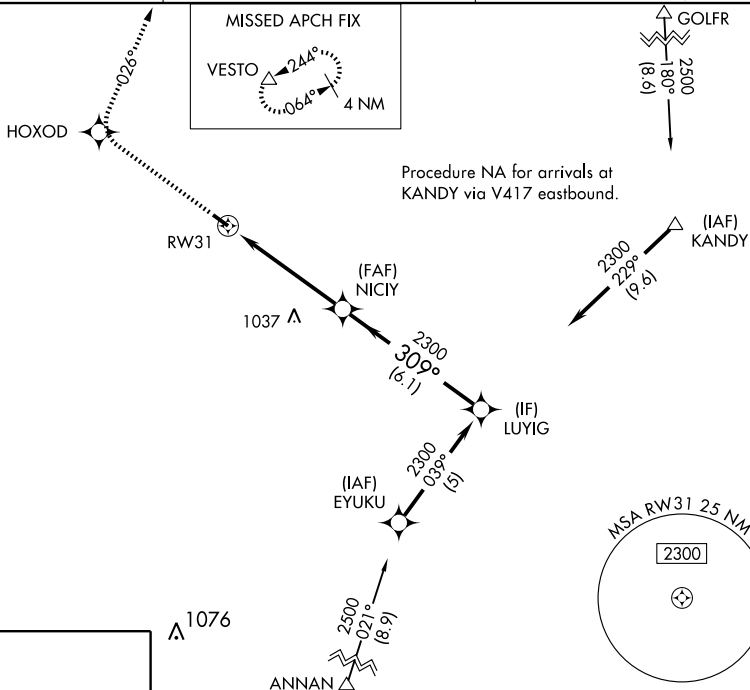
Baro-VNAV NA when using Athens altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Athens altimeter setting and increase LPV DA to 1078, LNAV/VNAV DA to 1135, and all MDA 100 feet; increase LPV all Cats., LNAV/VNAV all Cats., LNAV Cat. C, and Circling Cat. C visibility to ¼ mile.

**MISSED APPROACH:**  
Climb to 2500 direct HOXOD and via 026° track to VESTO and hold.

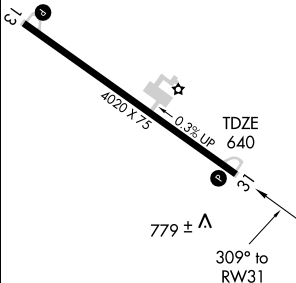
AWOS-3  
**118.375**

ATLANTA APP CON ★  
**127.5 316.05**

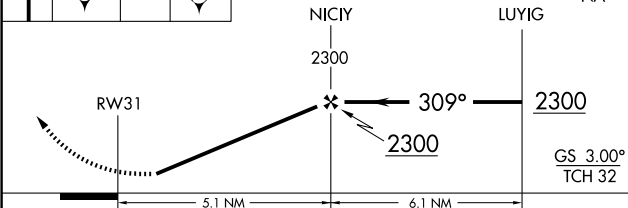
UNICOM  
**122.7 (CTAF) 0**



ELEV 646



MIRL Rwy 13-31 0



CATEGORY	A	B	C	D
LPV DA	992-1¼	352 (400-1¼)		NA
LNAV/VNAV DA	1049-1½	409 (500-1½)		NA
LNAV MDA	1180-1	540 (600-1)	1180-1½ 540 (600-1½)	NA
CIRCLING	1180-1	534 (600-1)	1180-1½ 534 (600-1½)	NA



VORTAC AHN <b>109.6</b> Chan <b>33</b>	APP CRS <b>111°</b>	Rwy Idg TDZE Apt Elev <b>4020</b> <b>645</b> <b>645</b>
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# VOR/DME RWY 13

## WASHINGTON-WILKES COUNTY (IIY)



Visibility reduction by helicopters NA.

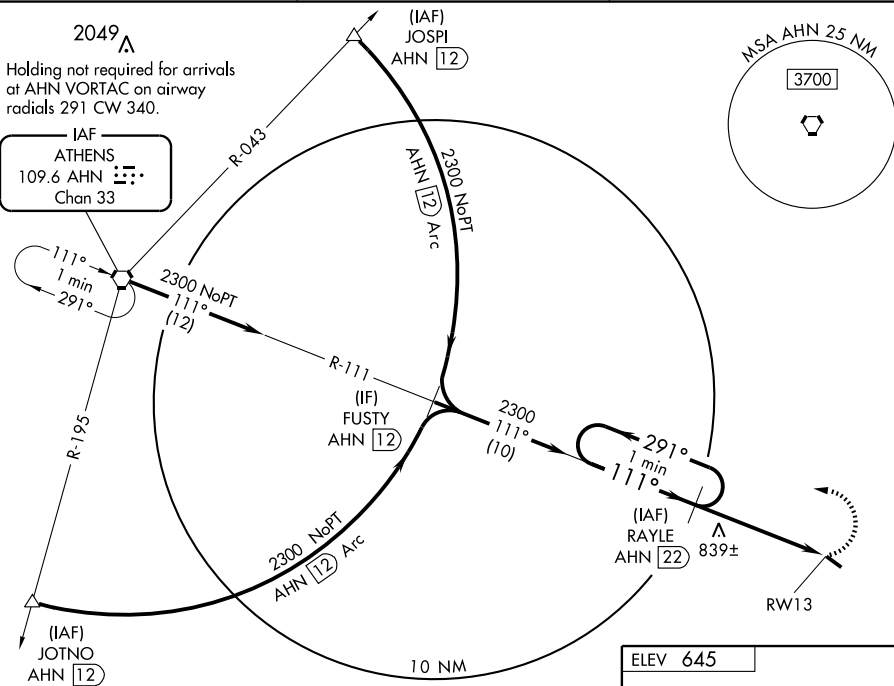
If local altimeter setting not received, use Athens altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climbing left turn to 2300 via AHN R-111 to RAYLE/22 DME and hold.

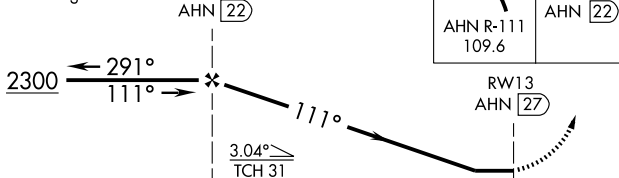
AWOS-3  
**118.375**

ATLANTA APP CON ★  
**127.5 316.05**

UNICOM  
**122.7 (CTAF) 0**



One Minute  
Holding Pattern



ELEV 645

111° 5 NM  
from FAF

TDZE 645

4020 X 75

0.3% UP

31

CATEGORY	A	B	C	D
S-13	1100-1 455 (500-1)	1100-1¼ 455 (500-1¼)	1100-1½ 455 (500-1½)	NA
CIRCLING	1100-1 455 (500-1)	1100-1¼ 455 (500-1¼)	1100-1½ 455 (500-1½)	NA

MIRL Rwy 13-31 0

**WAYCROSS—WARE CO** (AYS) 3 NW UTC-5(-4DT) N31°14.90' W82°23.72'

JACKSONVILLE

142 B FUEL 100LL, JET A1 NOTAM FILE AYS

H-9B, 12F, L-24H

RWY 18-36: H6000X100 (ASPH) S-45, D-70, 2S-88 HIRL

IAP

RWY 18: MALSR. REIL. PAPI(P2L)—TCH 33'. Tree.

RWY 36: Trees. PAPI (P2L).

RWY 05-23: H5035X100 (ASPH) S-18

RWY 05: Trees. RWY 23: Trees.

RWY 13-31: H3528X100 (ASPH) S-18

RWY 13: Thld displcd 500'. Trees. RWY 31: Trees.

**AIRPORT REMARKS:** Attended Oct-Mar 1200-0000Z†, Apr-Sep 1300-0100Z†. For fuel after hrs call 912-287-4335. Parachute Jumping. Rwy pavement cracked, vegetation in rwy and along edges. Unlgttd 344 ft MSL twr 3 mi SE. After 0300Z† ACTIVATE HIRL Rwy 18-36, REIL Rwy 18 and MALSR Rwy 18—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.575 (912) 287-4466.**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.1R 110.2T (MACON RADIO)

Ⓡ JAX CENTER APP/DEP CON 132.3

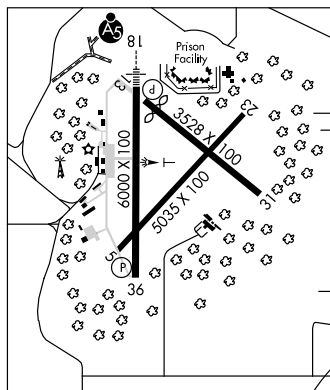
GCO 121.725 (FLIGHT SERVICES)

**AIRSPACE:** CLASS E svc continuous.**RADIO AIDS TO NAVIGATION:** NOTAM FILE AYS.

(L) VORTAC 110.2 AYS Chan 39 N31°16.17' W82°33.39'  
099° 8.4 NM to fld. 150/00E.

WIKET NDB (LOM) 219 AY N31°19.54' W82°23.89' 183° 4.6 NM to fld.

ILS 108.3 I-AYS Rwy 18. Class IB. LOM WIKET NDB.

**WAYNESBORO****BURKE CO** (BXG) 3 S UTC-5(-4DT) N33°02.48' W82°00.16'

ATLANTA

302 B NOTAM FILE MCN

L-24I

RWY 08-26: H4035X75 (ASPH) S-20 MIRL

IAP

RWY 08: Trees. RWY 26: Thld displcd 100'. Road.

**AIRPORT REMARKS:** Unattended. ACTIVATE MIRL Rwy 08-26—CTAF.**COMMUNICATIONS:** CTAF 122.9

Ⓡ AUGUSTA APP/DEP CON 126.8 (1145-0400Z†)

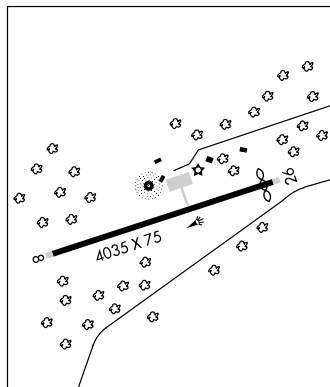
Ⓡ ATLANTA CENTER APP/DEP CON 128.1 (0400-1145Z†)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AND.

COLLIERS (H) VORTAC 113.9 IRQ Chan 86 N33°42.44'  
W82°09.72' 173° 40.7 NM to fld. 428/04W.

NDB(MHW) 356 BXG N33°02.55' W82°00.29' at fld.

NOTAM FILE MCN. NDB unmonitored.

**WEST GEORGIA RGNL—OV GRAY FLD** (See CARROLLTON)**W H 'BUD' BARRON** (See DUBLIN)**WHITFIELD** N34°47.37' W84°56.76' NOTAM FILE DNN.

ATLANTA

NDB (MHW) 400 UWI 140° 5.6 NM to Dalton Muni.

L-24A

**WIKET** N31°19.54' W82°23.89' NOTAM FILE AYS.



JACKSONVILLE

NDB (LOM) 219 AY 183° 4.6 NM to Waycross-Ware Co.

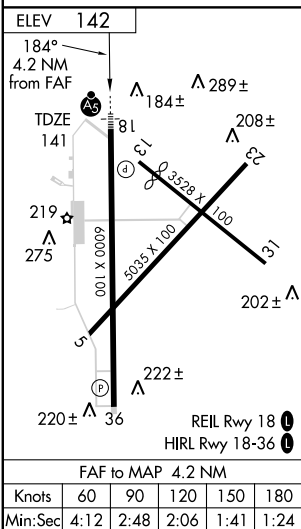
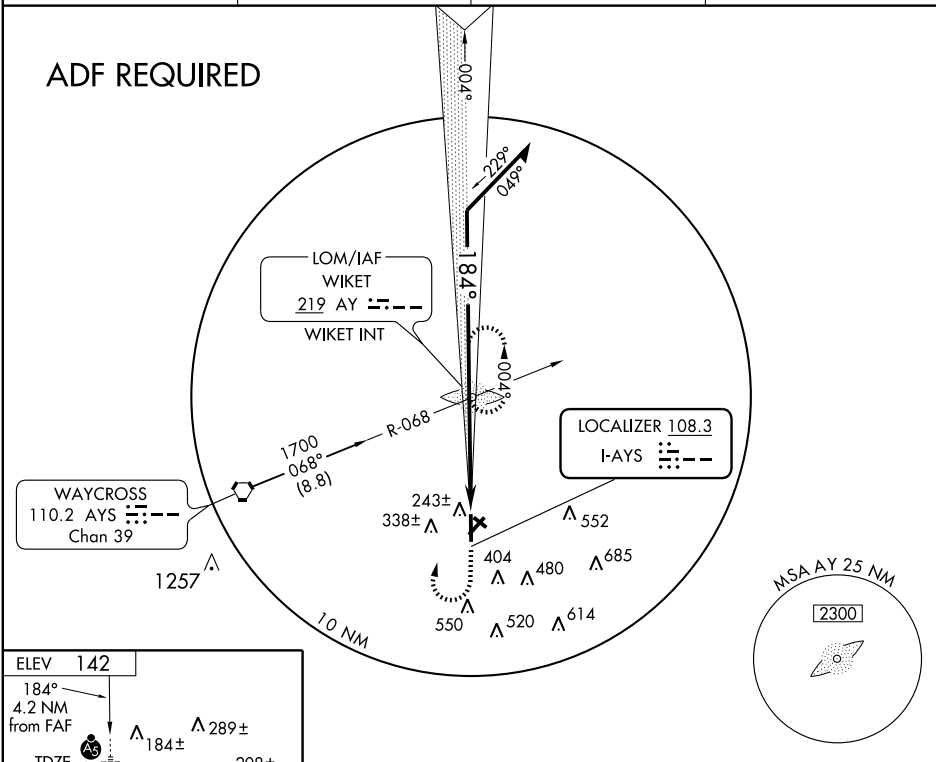
L-24A

LOC I-AYS <b><u>108.3</u></b>	APP CRS <b>184°</b>	Rwy Idg TDZE Apt Elev	<b>6000</b> <b>141</b> <b>142</b>
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ILS or LOC RWY 18  
WAYCROSS-WARE COUNTY (AYS)

▼	If local altimeter setting not received use Bacon County altimeter setting and increase all DAs/MDAs 60 feet.		MALSR 	MISSED APPROACH: Climb to 800 then climbing right turn to 1700 direct WIKET LOM and hold.	
	AWOS-3 <b>118.575</b>	JACKSONVILLE CENTER <b>132.3 290.4</b>		GCO <b>121.725</b>	UNICOM <b>122.8</b> (CTAF) 

## ADF REQUIRED



CATEGORY	A	B	C	D
S-ILS 18	341-½ 200 (200-½)			
S-LOC 18	620-½ 479 (500-½)		620-¾ 479 (500-¾)	620-1 479 (500-1)
CIRCLING	680-1 538 (600-1)	700-1 558 (600-1)	700-1½ 558 (600-1½)	720-2 578 (600-2)

WAAS CH <b>45509</b> <b>W18A</b>	APP CRS <b>184°</b>	Rwy Idg TDZE <b>141</b> Apt Elev <b>142</b>	<b>6000</b>
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# RNAV (GPS) RWY 18

## WAYCROSS-WARE COUNTY (AYS)

**▼** DME/DME RNP-0.3 NA. If local altimeter setting not received, use Bacon County altimeter setting and increase all DAs/MDAs 60 feet.  
**▲** For inoperative MALSR, increase LPV all Cats visibility to 1.

MALSR



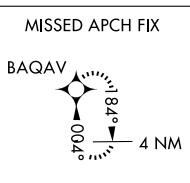
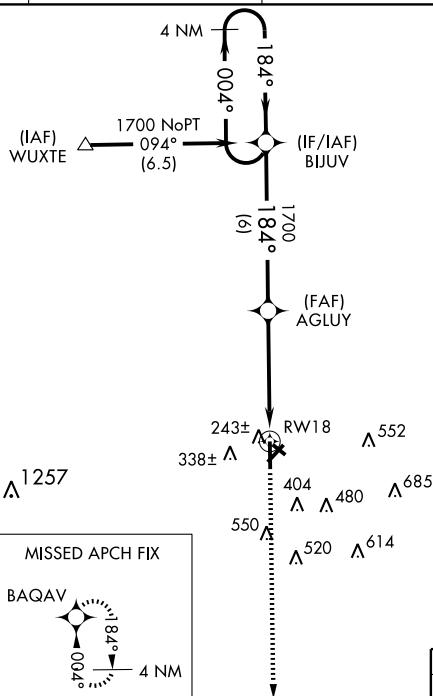
**MISSED APPROACH:**  
Climb to 1800 direct  
BAQAV and hold.

AWOS-3  
**118.575**

JACKSONVILLE CENTER  
**132.3 290.4**

GCO  
**121.725**

UNICOM  
**122.8 (CTAF)**



4 NM  
Holding Pattern

VDP NA when using Bacon County  
altimeter setting.

1800

BAQAV

1700

004°

184°

GS 3.00°  
TCH 51

VGSI and RNAV  
glidepath not coincident.

6 NM

3.3 NM

1.4 NM

184°

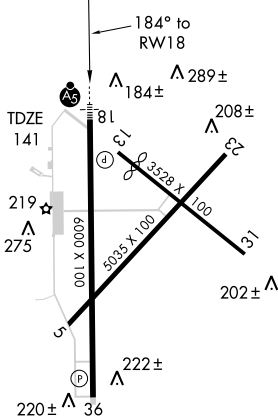
RW18

\*1.4 NM  
to RW18

\*LNAV only

CATEGORY	A	B	C	D
LPV DA	400-½ 259 (300-½)			
LNAV/VNAV DA	NA			
LNAV MDA	620-½ 479 (500-½)	620-¾ 479 (500-¾)	620-1 479 (500-1)	620-1 479 (500-1)
CIRCLING	680-1 538 (600-1)	700-1 558 (600-1)	700-1½ 558 (600-1½)	720-2 578 (600-2)

ELEV 142



REIL Rwy 18  
HIRL Rwy 18-36

WAAS CH <b>56209</b> <b>W36A</b>	APP CRS <b>004°</b>	Rwy Idg TDZE <b>141</b> Apt Elev <b>142</b>
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# RNAV (GPS) RWY 36

## WAYCROSS-WARE COUNTY (AYS)

**▼** If local altimeter setting not received, use Bacon County  
altimeter setting and increase all DAs/MDAs 60 feet.  
**▲** DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to  
1700 direct BIJUV and hold.

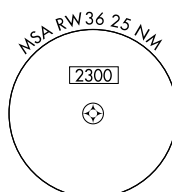
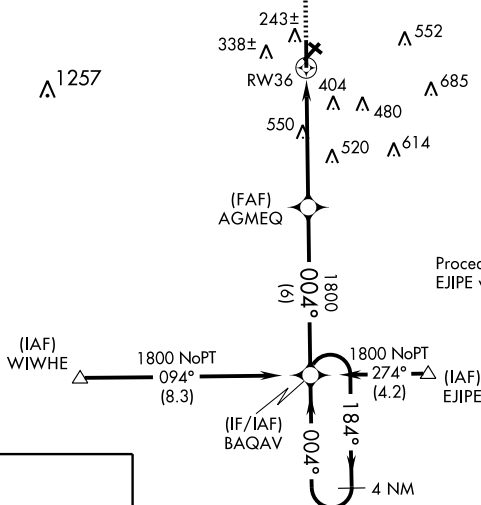
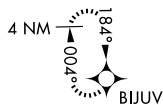
AWOS-3  
**118.575**

JACKSONVILLE CENTER  
**132.3 290.4**

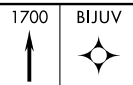
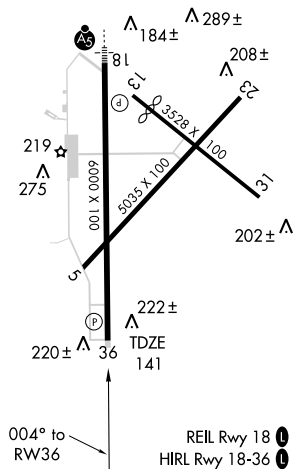
GCO  
**121.725**

UNICOM  
**122.8 (CTAF)**

MISSED APCH FIX



ELEV **142**



VDP NA when using Bacon County  
altimeter setting.

\*LNAV only

\*2.1 NM to RW36

RW36

AGMEQ

BAQAV

4NM Holding Pattern

1800

184°

004°

GS 3.00°

TCH 50

VGSI and RNAV  
glidepath not coincident.

2.1 NM

2.9 NM

6 NM

CATEGORY	A	B	C	D
LPV DA	400-1 259 (300-1)			
LNAV/VNAV DA	NA			
LNAV MDA	860-1 719 (800-1)	860-2 719 (800-2)	860-2 719 (800-2)	860-2 719 (800-2)
CIRCLING	860-1 718 (800-1)	860-2 718 (800-2)	860-2 718 (800-2)	860-2 718 (800-2)

VORTAC AYS <b>110.2</b> Chan <b>39</b>	APP CRS <b>099°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>142</b>
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VOR-A

WAYCROSS-WARE COUNTY (AYS)

**T** If local altimeter setting not received, use Bacon County altimeter setting and increase all MDAs 60 feet.

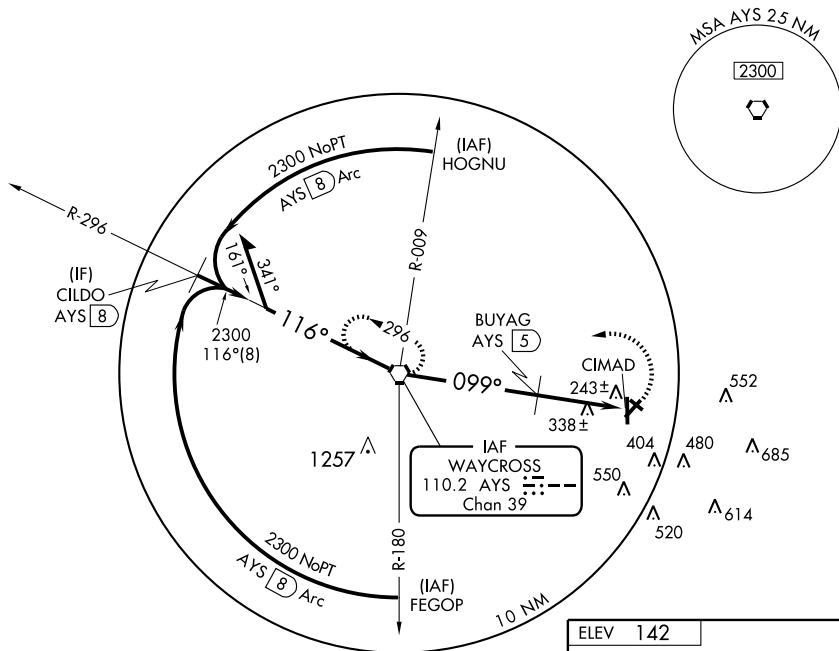
**MISSED APPROACH:** Climbing left turn to 2300 direct AYS VORTAC and hold.

AWOS-3  
118.575

JACKSONVILLE CENTER  
132.3 290.4

GCO  
121.725

UNICOM  
122.8 (CTAF) **L**



Remain  
within 10 NM

VORTAC

within 10 nm

2300  $\xrightarrow{296^\circ}$   $\xrightarrow{116^\circ}$  2300

BUYAG  
AYC 5

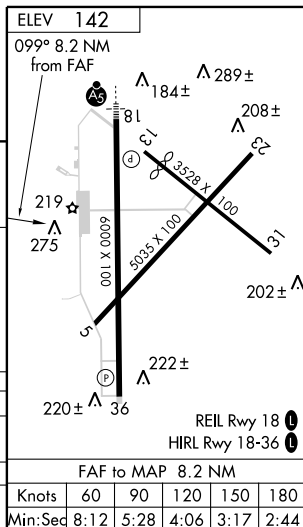
\*820 when using Bacon County altimeter setting

\*760

CATEGORY	A	B	C	D
CIRCLING	760-1 618 (700-1)		760-1 $\frac{3}{4}$ 618 (700-1 $\frac{3}{4}$ )	760-2 618 (700-2)

## BUYAG FIX MINIMUMS

CIRCLING	680-1 538 (600-1)	700-1 558 (600-1)	700-1½ 558 (600-1½)	720-2 578 (600-2)
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WAYCROSS, GEORGIA

Amdt 8 09239

WAYCROSS-WARE COUNTY (AYS)

VOR-A

31°15'N - 82°24'W

SE-4. 26 AUG 2010 to 23 SEP 2010

**WAYCROSS—WARE CO** (AYS) 3 NW UTC-5(-4DT) N31°14.90' W82°23.72'

JACKSONVILLE

142 B FUEL 100LL, JET A1 NOTAM FILE AYS

H-9B, 12F, L-24H

RWY 18-36: H6000X100 (ASPH) S-45, D-70, 2S-88 HIRL

IAP

RWY 18: MALSR. REIL. PAPI(P2L)—TCH 33'. Tree.

RWY 36: Trees. PAPI (P2L).

RWY 05-23: H5035X100 (ASPH) S-18

RWY 05: Trees. RWY 23: Trees.

RWY 13-31: H3528X100 (ASPH) S-18

RWY 13: Thld displcd 500'. Trees. RWY 31: Trees.

**AIRPORT REMARKS:** Attended Oct-Mar 1200-0000Z†, Apr-Sep 1300-0100Z†. For fuel after hrs call 912-287-4335. Parachute Jumping. Rwy pavement cracked, vegetation in rwy and along edges. Unlgttd 344 ft MSL twr 3 mi SE. After 0300Z† ACTIVATE HIRL Rwy 18-36, REIL Rwy 18 and MALSR Rwy 18—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.575 (912) 287-4466.**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.1R 110.2T (MACON RADIO)

Ⓡ JAX CENTER APP/DEP CON 132.3

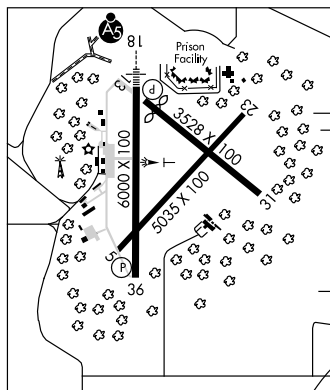
GCO 121.725 (FLIGHT SERVICES)

**AIRSPACE:** CLASS E svc continuous.**RADIO AIDS TO NAVIGATION:** NOTAM FILE AYS.

(L) VORTAC 110.2 AYS Chan 39 N31°16.17' W82°33.39'  
099° 8.4 NM to fld. 150/00E.

WIKET NDB (LOM) 219 AY N31°19.54' W82°23.89' 183° 4.6 NM to fld.

ILS 108.3 I-AYS Rwy 18. Class IB. LOM WIKET NDB.

**WAYNESBORO****BURKE CO** (BXG) 3 S UTC-5(-4DT) N33°02.48' W82°00.16'

ATLANTA

302 B NOTAM FILE MCN

L-24I

RWY 08-26: H4035X75 (ASPH) S-20 MIRL

IAP

RWY 08: Trees. RWY 26: Thld displcd 100'. Road.

**AIRPORT REMARKS:** Unattended. ACTIVATE MIRL Rwy 08-26—CTAF.**COMMUNICATIONS:** CTAF 122.9

Ⓡ AUGUSTA APP/DEP CON 126.8 (1145-0400Z†)

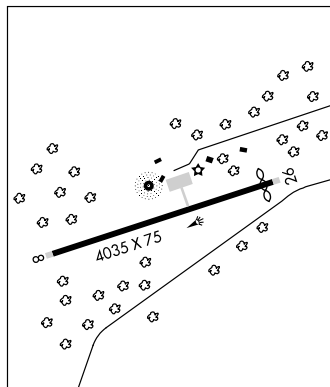
Ⓡ ATLANTA CENTER APP/DEP CON 128.1 (0400-1145Z†)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AND.

COLLIERS (H) VORTAC 113.9 IRQ Chan 86 N33°42.44'  
W82°09.72' 173° 40.7 NM to fld. 428/04W.

NDB(MHW) 356 BXG N33°02.55' W82°00.29' at fld.

NOTAM FILE MCN. NDB unmonitored.

**WEST GEORGIA RGNL—OV GRAY FLD** (See CARROLLTON)**W H 'BUD' BARRON** (See DUBLIN)**WHITFIELD** N34°47.37' W84°56.76' NOTAM FILE DNN.

ATLANTA

NDB (MHW) 400 UWI 140° 5.6 NM to Dalton Muni.

L-24A

**WIKET** N31°19.54' W82°23.89' NOTAM FILE AYS.

JACKSONVILLE


NDB (LOM) 219 AY 183° 4.6 NM to Waycross-Ware Co.

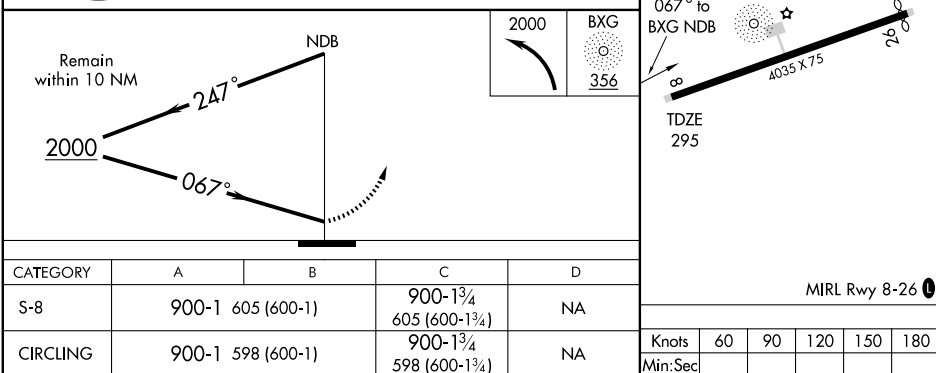
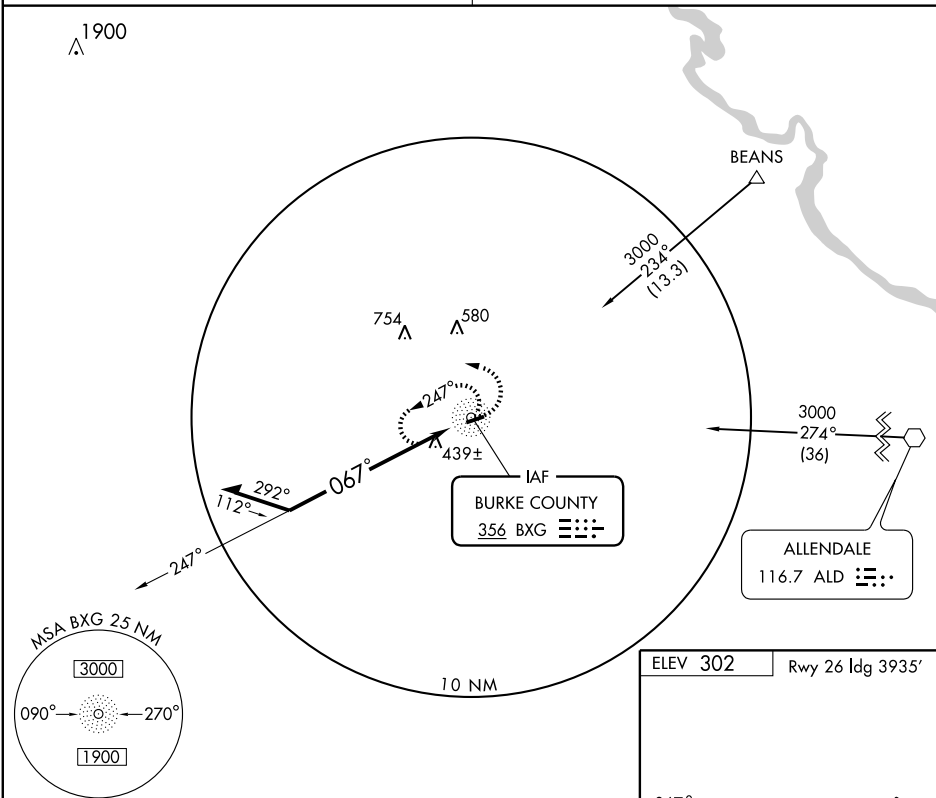
L-24A

## NDB RWY 8

WAYNESBORO/ BURKE COUNTY (BXG)

NDB BXG <b>356</b>	APP CRS <b>067°</b>	Rwy Idg TDZE Apt Elev	<b>4035</b> <b>295</b> <b>302</b>
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 NA Use Augusta Rgnl at Bush Field altimeter setting.	MISSED APPROACH: Climbing left turn to 2000 in BXG NDB holding pattern.
AUGUSTA APP CON ★ <b>126.8 270.3</b>	CTAF <b>122.9 0</b>





APP CRS **075°**  
Rwy Idg **4035**  
TDZE **295**  
Apt Elev **302**

# RNAV (GPS) RWY 8

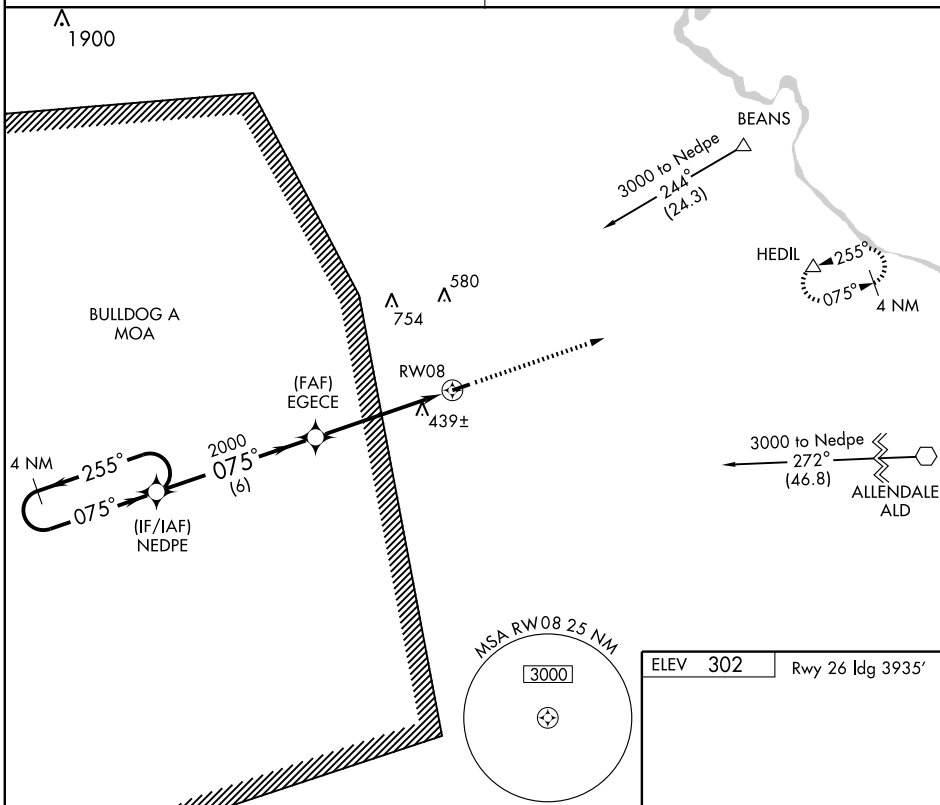
WAYNESBORO/ BURKE COUNTY (BXG)

**▼** Use Augusta Rgnl or Bush Field altimeter setting.  
**▲ NA** GPS or RNP-0.3 Required.  
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct HEDIL and hold.

AUGUSTA APP CON ★  
**126.8 270.3**

CTAF  
**122.90**



4 NM  
Holding Pattern

NEDPE

EGECE

2000

HEDIL

2000

255°  
075°

075°

2000

075°

3.05°  
TCH 40

RW08

TDZE  
295

4035 X 75

075° to  
RW08

CATEGORY	A	B	C	D
RNAV MDA	800-1	505 (500-1)	800-1½ 505 (500-1½)	NA
CIRCLING	860-1	558 (600-1)	860-1½ 558 (600-1½)	NA

ELEV 302 Rwy 26 Idg 3935'

MIRL Rwy 8-26

APP CRS <b>255°</b>	Rwy Idg <b>3935</b>
TDZE	<b>302</b>
Apt Elev	<b>302</b>

# RNAV (GPS) RWY 26

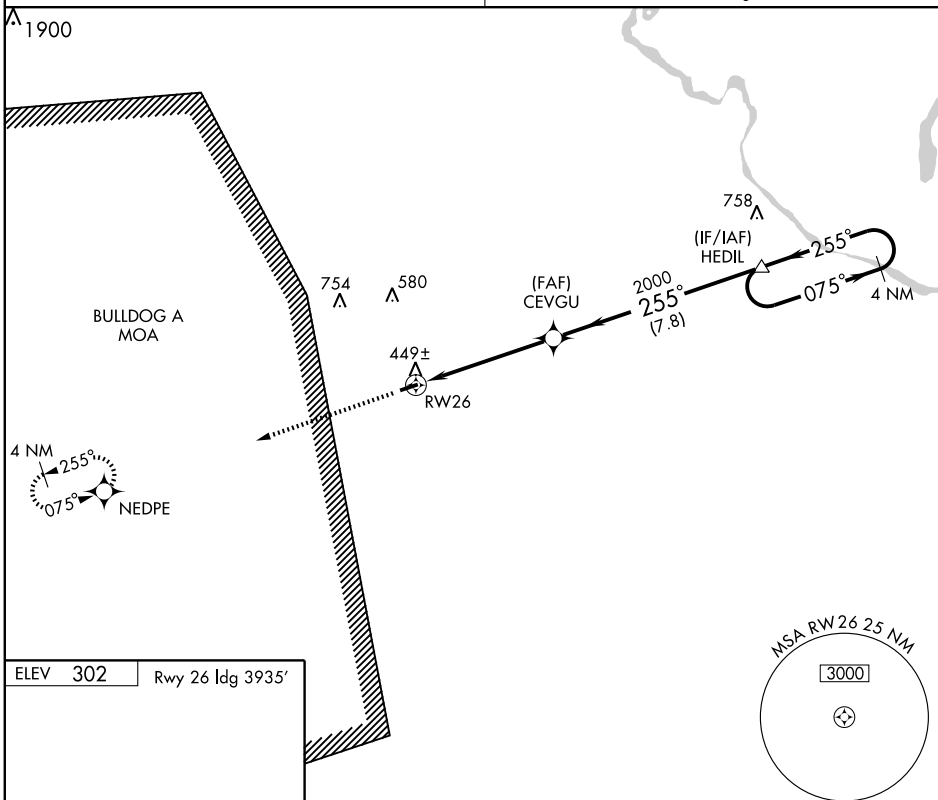
WAYNESBORO/ BURKE COUNTY (BXX)

**▼** Use Augusta Rgnl at Bush Field altimeter setting.  
**▲ NA** GPS or RNP-0.3 Required.  
 DME/DME RNP-0.3 NA.

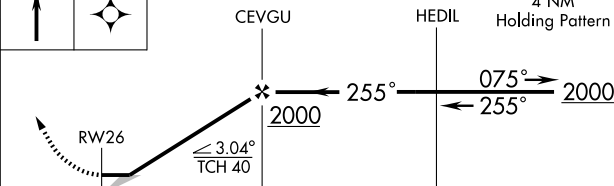
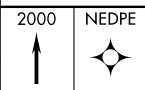
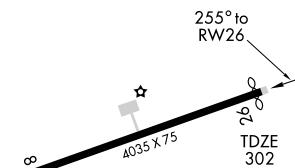
MISSED APPROACH: Climb to 2000 direct NEDPE and hold.

AUGUSTA APP CON ★  
**126.8 270.3**

CTAF  
**122.90**



ELEV 302 Rwy 26 Idg 3935'



CATEGORY	A	B	C	D
LNAV MDA	800-1 498 (500-1)		800-1¼ 498 (500-1¼)	NA
CIRCLING	860-1 558 (600-1)		860-1½ 558 (600-1½)	NA

MIRL Rwy 8-26

**WILLIAMSON****PEACH STATE** (GA2) 1 W UTC-5(-4DT) N33°11.01' W84°22.30'

ATLANTA

926 S2 **FUEL** 100LL NOTAM FILE MCN

RWY 13-31: 2400X100 (TURF)

RWY 13: Trees. Rgt tfc.

RWY 31: Fence.

**AIRPORT REMARKS:** Attended 1400-2300Z. Ctc FBO at 770-227-9989. Rwy 13 and 31 thlds marked by tires.**COMMUNICATIONS:** CTAF/UNICOM 122.8**WILLIS** N30°58.36' W84°31.56' NOTAM FILE MCN.

JACKSONVILLE

NDB (MHW) 359 LYZ 273° 5.7 NM to Decatur Co Industrial Airpark.

L-21D, 221

**WINDER****BARROW CO** (WDR) 3 E UTC-5(-4DT) N33°58.97' W83°40.05'

ATLANTA

943 B S4 **FUEL** 100LL, JET A1 + NOTAM FILE WDR

H-9B, 12F, L-18J

RWY 13-31: H5500X100 (ASPH) S-20 HIRL 0.5% up NW

IAP

RWY 13: PAPI(P4L)—GA 3.0° TCH 30'. Trees.

RWY 31: MALSR. PAPI(P4L)—GA 4.0°. Thld dsplcd 340'. Railroad.

RWY 05-23: H3610X100 (ASPH) S-20 MIRL 0.5% up SW

RWY 05: PAPI(P2L)—GA 3.0° TCH 22'. Trees.

RWY 23: PAPI(P2L)—GA 3.0° TCH 40'. Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1300-2200Z. Deer on and in/ov arpt. HIRL Rwy 13-31 preset on low ints; to increase ints and ACTIVATE MIRL Rwy 05-23, PAPI Rwy 05, Rwy 23, Rwy 13 and Rwy 31, MALSR Rwy 31 and twy lgts—CTAF.**WEATHER DATA SOURCES:** AWOS-3 118.575 (770) 868-0642.**COMMUNICATIONS:** CTAF/UNICOM 123.0

Ⓡ ATLANTA APP/DEP CON 132.475 (blo 7000')

127.5 (abv 7000') (1115-0500Z)

Ⓡ ATLANTA CENTER APP/DEP CON 127.5 (0500-1115Z)

GCO 121.725 (FLIGHT SERVICES)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AHN.

ATHENS (H) VORTAC 109.6 AHN Chan 33 N33°56.86'

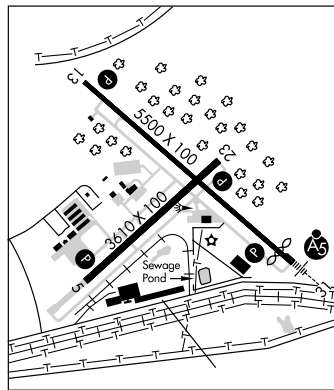
W83°19.49' 274° 17.2 NM to fld. 790/00E. **HIWAS.**

NDB (MHW) 404 BMW N33°56.12' W83°35.37' 311° 4.8

NM to fld. NOTAM FILE WDR. (Unmonitored holidays and daily

0100-1300Z). NDB unusable byd 15 NM.

ILS/DME 111.5 I-IDR Chan 52 Rwy 31.

**WOOLSEY****RUST AIRSTRIP** (3RU) 2 S UTC-5(-4DT) N33°19.97' W84°24.05'

ATLANTA

810 NOTAM FILE MCN

RWY E-W: 2750X120 (TURF)

RWY E: Trees.

RWY W: Trees.

**AIRPORT REMARKS:** Unattended.**COMMUNICATIONS:** CTAF 122.9**WRENS MEML** (65J) 1 N UTC-5(-4DT) N33°13.37' W82°23.07'

ATLANTA

450 B NOTAM FILE MCN

L-141

RWY 11-29: H3000X50 (ASPH) S-20 MIRL

RWY 11: Road.

RWY 29: Road.

**AIRPORT REMARKS:** Unattended. Rotating bcn OTS indef. ACTIVATE MIRL Rwy 11-29—CTAF.**COMMUNICATIONS:** CTAF/UNICOM 122.7**RADIO AIDS TO NAVIGATION:** NOTAM FILE AND.

COLLIERS (H) VORTAC 113.9 IRQ Chan 86 N33°42.44' W82°09.72' 205° 31.1 NM to fld. 428/04W.

**WRIGHT AAF (FORT STEWART)/MIDCOAST RGNL** (See FORT STEWART (HINESVILLE))**YATES** N32°55.14' W84°11.24' NOTAM FILE MCN.

ATLANTA

NDB (MHW/LDM) 339 OP 302° 4.4 NM to Thomaston—Upson Co.

L-141

LOC/DME I-DR <b>111.5</b> Chan <b>52</b>	APP CRS <b>316°</b>	Rwy Idg TDZE Apt Elev	<b>5160</b> <b>920</b> <b>943</b>
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AL-5360 (FAA)

ILS or LOC RWY 31

WINDER/ BARROW COUNTY (WDR)

<p>Visibility reduction by helicopters NA. When local altimeter setting not received, use Athens altimeter setting and increase S-ILS 31 DA to 1229 and all MDA 60 feet; increase Circling Cat C visibility ¼ mile. Inoperative table does not apply to S-ILS 31 all Cats and S-LOC 31 Cats A/B/C. For inoperative MALSR, increase S-LOC 31 Cat D visibility to 1¼. When using Athens altimeter setting, inoperative table does not apply to S-LOC 31 Cats A/B, and for inoperative MALSR, increase S-LOC Cat C visibility to 1¼ mile.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via heading 170° and I-DR SE course to PARVY INT/I-DR 11.5 DME/RADAR and hold.</p>
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AWOS-3

**118.575**

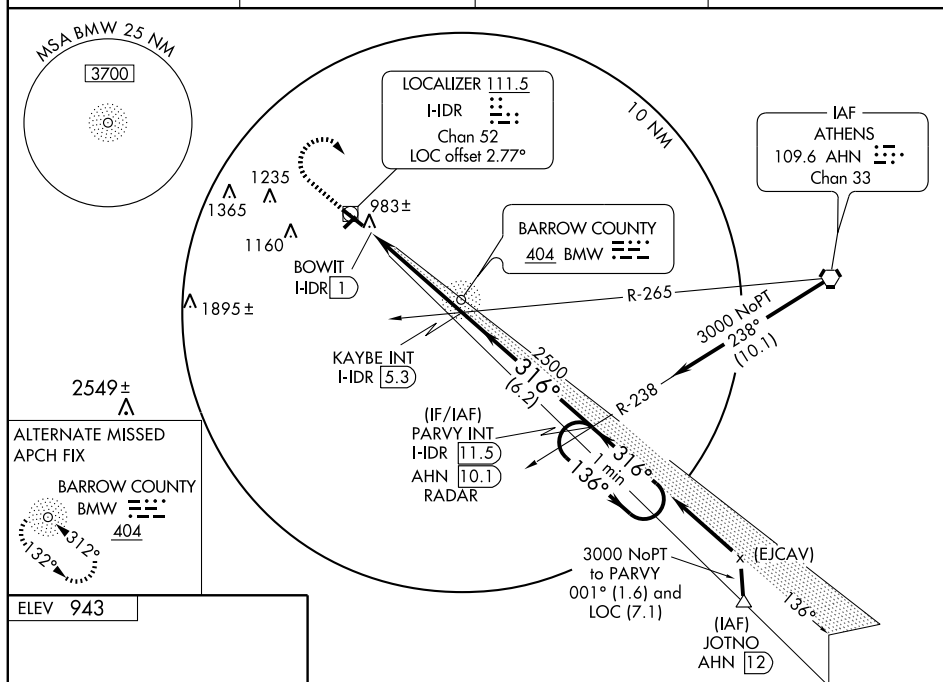
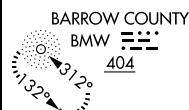
ATLANTA APP CON ★

**132.475 291.1**

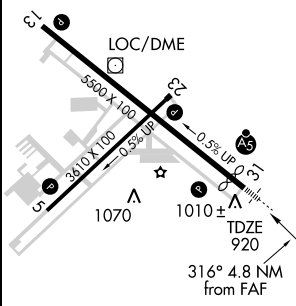
GCO

**121.725**

UNICOM

**123.0 (CTAF) 0**ALTERNATE MISSED  
APCH FIX

ELEV 943



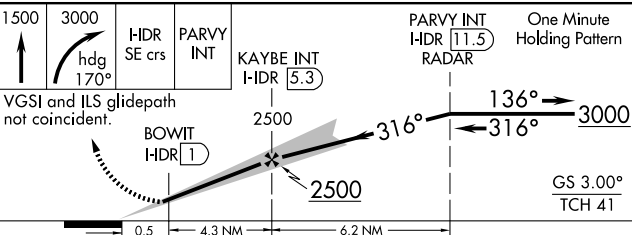
HIRL Rwy 13-31 0

MIRL Rwy 5-23 0

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

## DME or RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 31	1170-1	250 (300-1)		
S-LOC 31	1300-1	380 (400-1)		
CIRCLING	1400-1 457 (500-1)	1500-1 557 (600-1)	1500-1½ 557 (600-1½)	1500-2 557 (600-2)

WINDER, GEORGIA

Orig-A 03JUN10

WINDER/ BARROW COUNTY (WDR)

33° 59'N-83° 40'W

ILS or LOC RWY 31

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4, 26 AUG 2010 to 23 SEP 2010

NDB BMW	APP CRS	Rwy Idg	<b>5160</b>
<b><u>404</u></b>	<b>312°</b>	TDZE	<b>920</b>
		Apt Elev	<b>943</b>

AL-5360 (FAA)

NDB RWY 31

WINDER/ BARROW COUNTY (WDR)

**T** Visibility reduction by helicopters NA. When local altimeter setting not received use Athens altimeter setting and increase all MDA 60 feet; increase S-31 Cats C/D and Circling Cat C visibility  $\frac{1}{4}$  mile.

**A** Inoperative tables does not apply to S-31 Cats A and B.

MALSR

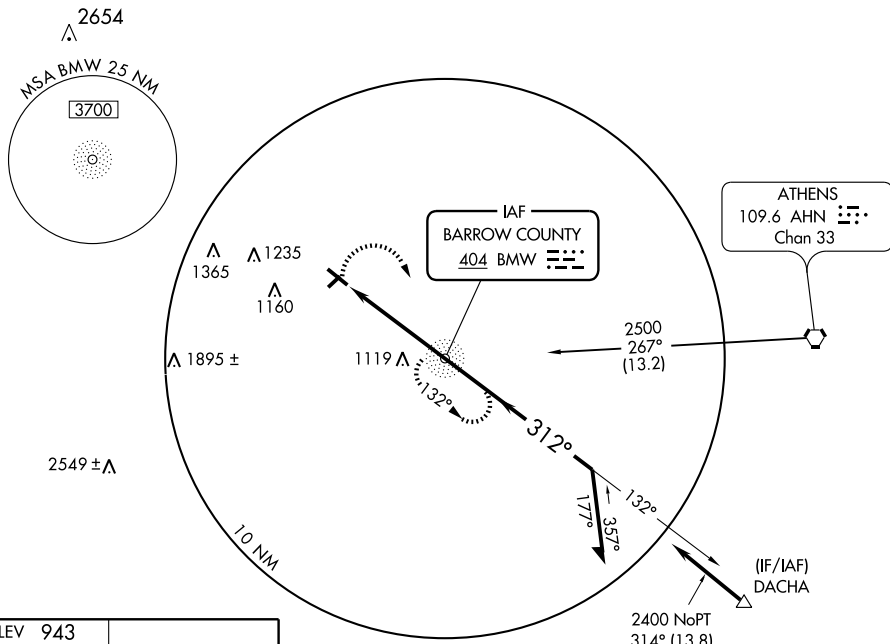


**MISSED APPROACH:** Climbing right turn to 2500 direct BMW NDB and hold.

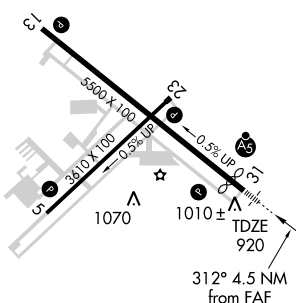
AWOS-3  
118.575

ATLANTA APP CON ★  
132.475 291.1

GCO  
121.725

UNICOM  
123.0 (CTAF) **L**

ELEV 943

HIRL Rwy 13-31 

MIRL Rwy 5-23 L

FAF to MAR 1.5 NM

FAP 16 MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

2500

BMW

NDB

Remain within 10 NM

132°

2500

3.08° TCH 30

2400

312°

4.5 NM

CATEGORY	A	B	C	D
S-31	1480-1 560 (600-1)			1480-1½ 560 (600-1½)
CIRCLING	1480-1 537 (600-1)	1500-1 557 (600-1)	1500-1½ 557 (600-1½)	1500-2 557 (600-2)

WINDER, GEORGIA

Amdt 9 08APR10

WINDER/ BARROW COUNTY (WDR)

33°59'N-83°40'W

NDB RWY 31

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4. 26 AUG 2010 to 23 SEP 2010

WAAS CH <b>90305</b> <b>W13A</b>	APP CRS <b>134°</b>	Rwy Idg TDZE <b>935</b> Apt Elev <b>943</b>	<b>5500</b>
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AL-5360 (FAA)

# RNAV (GPS) RWY 13

WINDER/BARROW COUNTY (WDR)

▼ Baro-VNAV NA when using Athens altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Athens altimeter setting and increase LPV DA all Cats to 1264, LNAV/VNAV DA all Cats to 1479 and all MDA 60 feet; increase LNAV Cat C and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct CADEB and hold.

AWOS-3  
**118.575**

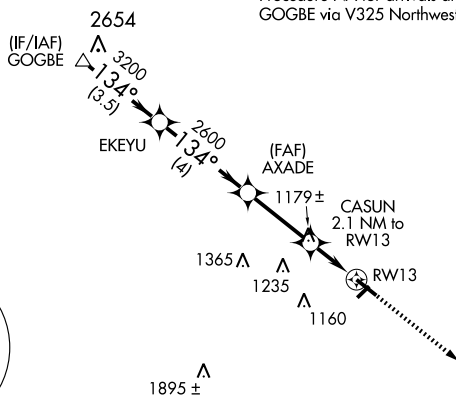
ATLANTA APP CON ★  
**132.475 291.1**

GCO  
**121.725**

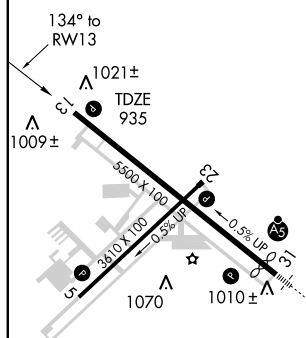
UNICOM  
**123.0 (CTAF)**

Λ 2220

Procedure NA for arrivals at GOGBE via V325 Northwest bound.



ELEV 943



HIRL Rwy 13-31  
MIRL Rwy 5-23

Λ 2549 ±



Procedure Turn NA

VGSi and RNAV glidepath not coincident.				
<p>3000 CADEB</p> <p>3700 134° 3200 2600 2600 *1660</p> <p>GS 3.00° TCH 60</p> <p>3.5 NM 4 NM 2.9 NM 2.1 NM</p>				
CATEGORY	A	B	C	D
LPV DA	1205-1 270 (300-1)			
LNAV/VNAV DA	1420-1¾ 485 (500-1¾)			
LNAV MDA	1300-1 365 (400-1)			1300-1¼ 365 (400-1¼)
CIRCLING	1400-1 457 (500-1)	1500-1 557 (600-1)	1500-1½ 557 (600-1½)	1500-2 557 (600-2)

WAAS CH <b>82516</b> <b>W23A</b>	APP CRS <b>231°</b>	Rwy Idg <b>3610</b> TDZE <b>928</b> Apt Elev <b>943</b>
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## RNAV (GPS) RWY 23

WINDER/BARROW COUNTY (WDR)

- A** Baro-VNAV NA when using Athens altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F).  
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Athens altimeter setting and increase LPV DA all Cats to 1237, LNAV/VNAV DA all Cats to 1332, and all MDA 60 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cat C visibility ¼ mile.

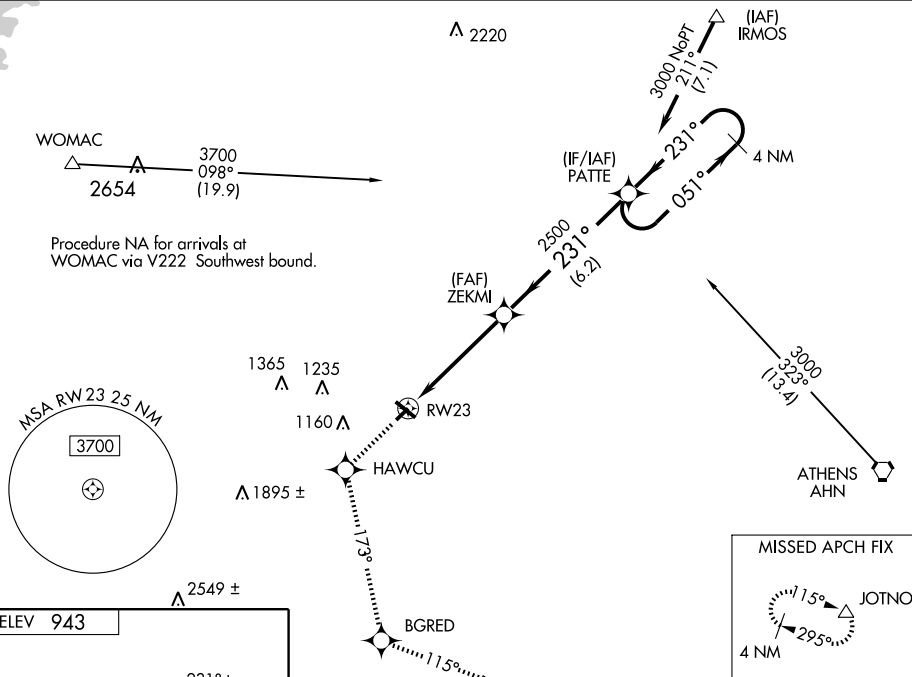
**MISSED APPROACH:** Climb to 3000 direct HAWCU and via track 173° to BGRED and via track 115° to JOTNO and hold.

AWOS-3  
118.575

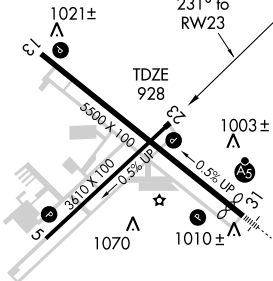
ATLANTA APP CON ★  
132.475 291.1

GCO  
121.725

UNICOM  
123.0 (CTAF) **L**



ELEV 943



HIRL Rwy 13-31 **L**  
MIRL Rwy 5-23 **L**

3000 ↑	HAWCU ✦	tr 173°	BGRED ✦	tr 115°	JOTNO △	PATTE 4 NM Holding Pattern	
						051° → 3000 ← 231° GS 3.00° TCH 40	
CATEGORY		A	B	C	D		
LPV DA	1178-1 250 (300-1)						
RNAV/ VNAV	1273-1¼ 345 (400-1¼)						
RNAV MDA	1320-1 392 (400-1)					1320-1¼ 392 (400-1¼)	
CIRCLING	1400-1 457 (500-1)	1500-1 557 (600-1)	1500-1½ 557 (600-1½)	1500-2 557 (600-2)			

WINDER, GEORGIA  
Orig 08APR10

33° 59'N-83° 40'W

WINDER/BARROW COUNTY (WDR)  
 RNIAV (CPS) RMAV 22

RNAV (GPS) RWY 23

SE-4, 26 AUG 2010 to 23 SEP 2010

SE-4. 26 AUG 2010 to 23 SEP 2010

WAAS CH <b>69305</b> <b>W31A</b>	APP CRS <b>314°</b>	Rwy Idg TDZE Apt Elev	<b>5160</b> <b>920</b> <b>943</b>
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AL-5360 (FAA)

# RNAV (GPS) RWY 31

WINDER/BARROW COUNTY (WDR)

- ▼ Baro-VNAV NA when using Athens altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.
- ▲ Visibility reduction by helicopters NA. When local altimeter setting not received, use Athens altimeter setting and increase LPV DA all Cats to 1229, LNAV/VNAV DA all Cats to 1331, and all MDA 60 feet; increase LPV all Cats visibility ¼ mile, LNAV Cat D visibility ¼ mile, and Circling Cat C visibility ¼ mile. For inoperative MALSR, increase LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile. Inoperative table does not apply to LPV all Cats and LNAV Cats A/B. When using Athens altimeter setting, inoperative table does not apply to LNAV Cats A/B.

MALSR



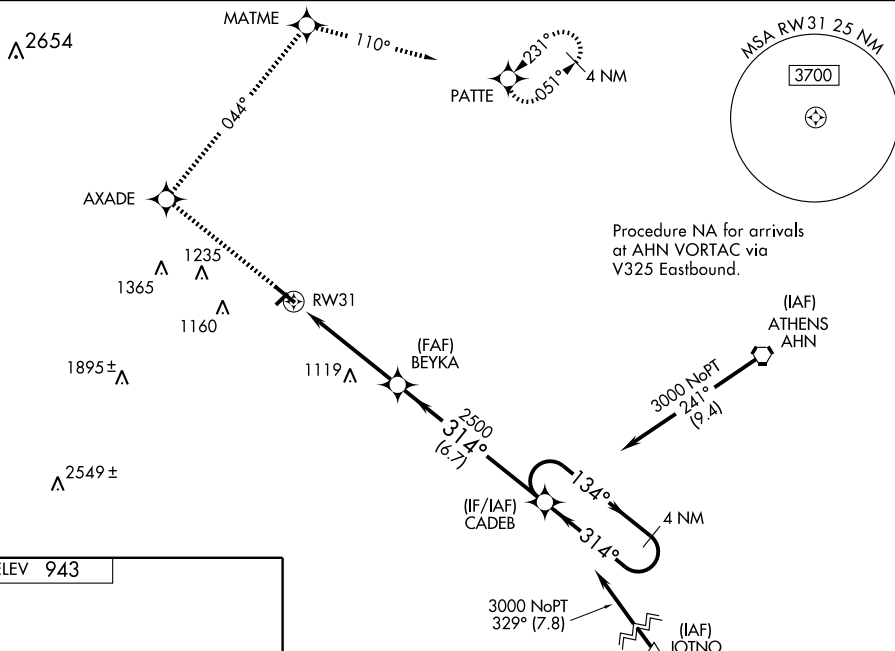
**MISSED APPROACH:**  
Climb to 3000 direct  
AXADE and right turn  
via track 044° to  
MATME and via track  
110° to PATTE and  
hold.

AWOS-3  
**118.575**

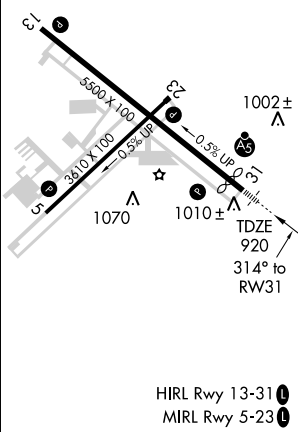
ATLANTA APP CON ★  
**132.475 291.1**

GCO  
**121.725**

UNICOM  
**123.0 (CTAF)**



ELEV 943



	3000	AXADE	MATME	PATTE	CADEB	4 NM Holding Pattern
	↑	✧	tr 044°	tr 110°	✧	
	VGS and RNAV glidepath not coincident.		BEYKA	3000		
	RW31		2500	314°	134°	3000
	4.8 NM		6.7 NM	GS 3.00° TCH 41		
CATEGORY	A	B	C	D		
LPV DA	1170-1		250 (300-1)			
LNAV/VNAV DA	1272-1		352 (400-1)			
LNAV MDA	1420-1		500 (500-1)			
CIRCLING	1420-1 477 (500-1)	1500-1 557 (600-1)	1500-1½ 557 (600-1½)	1500-2 557 (600-2)		



VORTAC AHN <b>109.6</b> Chan <b>33</b>	APP CRS <b>277°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>943</b>
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APP CRS  
277°

Rwy Idg	
TDZE	
Apt Elev	

N/A  
N/A  
943

VOR/DME-A

WINDER/BARROW COUNTY (WDR)



When local altimeter setting not received, use Athens altimeter setting and increase all MDA 60 feet.

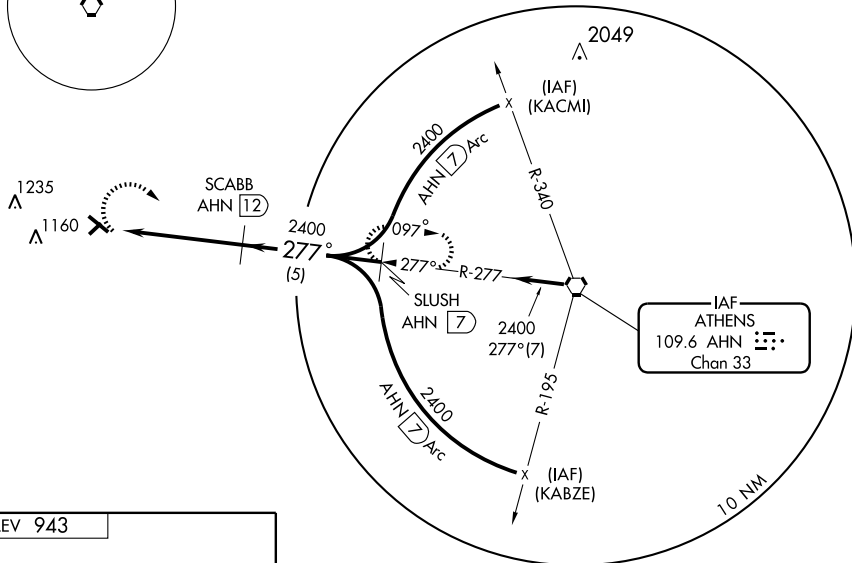
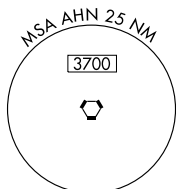
**MISSED APPROACH:** Climbing right turn to 2400 via AHN R-277 to SLUSH 7 DME and hold.

AWOS-3  
118.575

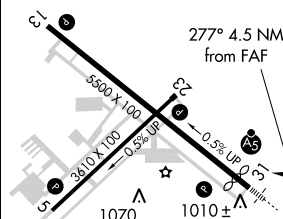
ATLANTA APP CON ★  
132.475 291.1

GCO  
121.725

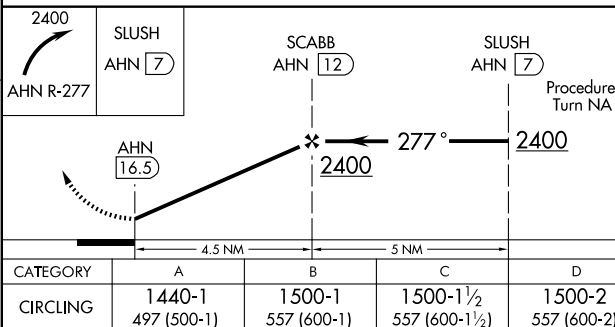
UNICOM  
123.0 (CTAF) **L**



ELEV 943



HIRL Rwy 13-31 **L**  
MIRL Rwy 5-23 **L**



WINDER, GEORGIA  
Amdt 9D 14JAN10

WINDER/ BARROW COUNTY (WDR)

VOR/DME-A

33° 59' N-83° 40' W

**SE-4, 26 AUG 2010 to 23 SEP 2010**

SE-4. 26 AUG 2010 to 23 SEP 2010